



Puget Sound Regional Council

Transportation Policy Board

Thursday, March 14, 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 by 8:00 a.m. the day of the meeting. Comments will be shared with board members.

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

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 February 8, 2024
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend a Change in Regional Transportation Plan Project Status for the City of Tacoma's Water Ditch Trail Phase 3 Project

- d. Recommendation of PSRC FTA Funding for King County Metro's Pier 48 Gangway Replacement Project
- e. Recommendation of Updates to PSRC's Project Tracking Policies

6. Action Item (9:50)

- a. 2024 Project Tracking and Supplemental Funding Action – *Jennifer Barnes, PSRC*

7. Discussion Item (10:10)

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

8. Discussion Item (10:35)

- a. Climate Work Summary and Future Planning – *Kelly McGourty, PSRC*

9. Discussion Item (11:00)

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

10. Information Items

- a. Transportation Work Program Progress Tracker
- b. Save the Date: PSRC General Assembly, May 30, 2024, 9:30 a.m. – 1:00 p.m.,
- c. VISION 2050 Awards – Call for Nominations 2024

11. Next Meeting: April 11, 2024, 9:30 – 11:30 a.m.

Major Topics for April:

- Regional Transportation Plan (2026-2050) Development Process

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 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.

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

Puget Sound Regional Council Transportation Policy Board February 8, 2024

CALL TO ORDER AND ROLL CALL

The meeting was called to order at 9:30 a.m. by Mayor Dana Ralph, Chair. Chair Ralph stated that a video of the meeting would be streamed live as well as recorded. The video would be 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.

Roll call determined attendance and that a quorum was present.

Mayor Ralph acknowledged new members

- Jessica Jeavons, Public Health – Seattle King County, new member
- Melinda Adams, Everett Transit, new alternate
- Councilmember Jorge Barón, King County, new member.
- Councilmembers Upthegrove and Zahilay, King County, departed the board.
- Council President Jennifer Chamberlin, Bremerton, new alternate
- Jason Sullivan, Bonney Lake, PSRC's Regional Staff Committee, new member
- Kelly Snyder, Snohomish County, PSRC's Regional Staff Committee new alternate.
- Councilmember Dave Hamilton, Bellevue, new member and Councilmember Jared Nieuwenhuis new alternate.
- Councilmember Janice Zahn, Bellevue has departed the board.
- Councilmember Robert Kettle, Seattle, new member
- Councilmember Tanya Woo, Seattle, new alternate.
- Councilmember Dan Strauss, Seattle, has departed the board.
- Councilmember Michael Dixon, Mukilteo, new alternate
- Councilmember Anna Mockler, Bremerton, new alternate

COMMUNICATIONS AND PUBLIC COMMENT

The board received written public comment which was distributed via email before the meeting.

REPORT OF THE CHAIR

Chair Ralph thanked members for joining the meeting in-person at PSRC's new office and online.

DIRECTOR'S REPORT

Robin Koskey, Director of Government Relations and Communications, PSRC, briefed the board on the current Legislative session. She also shared that PSRC has convened a group elected leaders from across the state to discuss critical issues facing the Washington State Ferries. Ms. Koskey reviewed the status of the state transportation budget and bills related to housing. She reminded the board that 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 January 11, 2024
- b. Routine amendment to 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Two Projects

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

ACTION ITEM: REGIONAL TRANSPORTATION PLAN LIMITED CALL FOR PROJECT UPDATES

Kelly McGourty, PSRC, introduced Mitch Koch, PSRC. She shared that John Henry, Sound Transit's Chief Financial Officer, would join the presentation to discuss Sound Transit revenue and expenditure projections.

Mr. Koch shared the types of investments in the Regional Transportation Plan (RTP). The RTP includes a financial strategy with planned projects out to the year 2050. The financial strategy includes programmatic investments as well as regional capacity investments which are detailed on the regional capacity projects list. He noted that projects in the unprogrammed portion of the plan are typically more conceptual, versus the constrained investments which are covered by the air quality conformity finding and adopted financial strategy.

The RTP allows for amendments in between the required four-year update cycle. The mid-cycle limited call for project updates allows agencies to inform PSRC of any reprioritization of projects or make revisions to existing projects in the plan. The updates have minimal to no impact to the air quality conformity review or financial strategy. Mr. Koch gave a high-level overview of the projects included in the amendment. Further detail was included in the agenda packet. Staff reviewed all submitted amendments and found no change to the air quality conformity finding, projects were consistent with previous prioritization thresholds and the change to the financial strategy has been addressed. He noted the total change in cost for the constrained plan was over \$14 billion dollars, most of which was represented by Sound Transit's changes.

John Henry, Sound Transit, shared details of Sound Transit's long-range financial plan. Mr. Henry explained the plan is financially constrained and the relationship to the cost increases reflected as part of the RTP amendment, demonstrating that the requested project updates are consistent with the RTP adopted financial strategy.

ACTION: The motion was made and seconded (Mello/Pauly) that 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. The motion passed.

DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN DASHBOARD

Craig Helmann, PSRC, shared that the RTP dashboard is a resource to understand how the region is meeting its long-range goals. The dashboard is available on PSRC's website. Mr. Helmann provided an overview of key dashboard metrics for: climate, safety, growth, transit, walk and bike and travel time.

Mr. Helmann reviewed a variety of metrics related to these topics and also compared current trends to pre-pandemic experiences. Mr. Helmann shared that staff will continue to update the data periodically throughout the year.

Members discussed accessing bike data on the dashboard. Members asked if the dashboard could track electric charging locations and infrastructure and show the location of electric vehicle ownership. Mr. Helmann shared that the data is available to see electric vehicles ownership locations and compare with areas of low income. Ms. McGourty shared that PSRC and the Puget Sound Clean Air Agency have partnered to develop a Regional Electric Vehicle (REV) clearinghouse to support data collection on electrification efforts. Members also discussed reviewing data related to safety and the potential to determine the causes of a safety issue.

DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN (2026-2050) DEVELOPMENT PROCESS

Gil Cerise, PSRC, reviewed the requirements for developing PSRC's RTP. The plan is updated on a four-year cycle, with the next plan scheduled for adoption in 2026. Mr. Cerise gave an overview of how the RTP supports the implementation of VISION 2050 and feeds into the adoption of local comprehensive plans.

Mr. Cerise reviewed board adopted focus areas and programs included in the current RTP. He shared the process for public engagement and how it informed development of the plan. He summarized investments in the current plan which total over \$300 billion. He reviewed the existing transit network and the transportation system visualization tool.

Mr. Cerise reviewed work since the adoption of the last RTP. PSRC held a Regional Safety Summit in June 2023. Feedback from the summit will inform the development of the Regional Safety Action Plan. He reviewed equity specific work, noting the recent FHWA Equity Pilot and the new FTA Equity Formula distribution methodology. He reviewed climate work to date, including new analyses and regional partnerships. He also discussed transit access and system inventories work that support the plan.

Ms. McGourty shared two poll questions with the board to solicit preliminary feedback on priorities for the next plan. Members shared that there are different needs for various areas within the growth boundary, particularly jurisdictions at the edge. Members discussed planning not just for transit-oriented development, but transit-oriented communities, including access to services and quality of life considerations.

Members discussed the linkages between transportation and land use decisions, such as school sitings. Members discussed the need for supportive infrastructure and the need for basic maintenance to address crumbling infrastructure.

DISCUSSION ITEM: PROJECT SELECTION FUTURE WORK ITEMS

Due to limited time, the discussion item was postponed to the next meeting.

NEXT MEETING

The next meeting is scheduled for March 14, 2024.

ADJOURN

The meeting adjourned at 11:27 a.m.

Attachment:

- A. Attendance Roster – February 8, 2024.

| Transportation Policy Board - February 8, 2024 | | | | 5.a - Att. A | |
|--|----|---|----|--|----------------------------|
| Voting Members | | | ✓ | Non-voting Members | ✓ |
| King County | 2 | CM Jorge Barón | 1 | Associate Members | |
| | | Vacant | | Island County | 1 |
| | | Vacant Alt | | | 1 |
| Seattle | 2 | CM Rob Saka | 1 | Thurston Regional Planning Council | 1 |
| | | CM Robert Kettle | | | 1 |
| | | CM Tanya Woo, Alt | | Public Agency Members | |
| Bellevue | 1 | CM Dave Hamilton | | Freight Mobility Strategic Investment Board | 1 |
| | | CM Jared Nieuwenhuis Alt | | | 1 |
| Cities/Towns | 3 | MYR Dana Ralph, Kent, Chair | 1 | Puget Sound Clean Air Agency | 1 |
| | | MYR Mary Lou Pauly, Issaquah | 1 | | 1 |
| | | CM Peter Kwon, SeaTac | 1 | Public Health | 1 |
| | | CM Wendy Weiker Mercer Isl Alt | | | 1 |
| | | DEP MYR Jay Arnold, Kirkland Alt | | WA Tran. Improvement Board | 1 |
| | | CM Matt Mahoney, Des Moines Alt | 1 | | 1 |
| Local Transit | 1 | CM Rod Dembowski | | PSRC Committees | |
| | | Vacant Alt | | Equity Advisory Cmte. | 1 |
| Kitsap County | 1 | COM Christine Rolfes | 1 | | 1 |
| | | COM Charlotte Garrido Alt | | Regional Staff Cmte. | 1 |
| Bremerton | 1 | MYR Greg Wheeler | 1 | | 1 |
| | | CP Jennifer Chamberlin Alt | | Regional Project Evaluation Cmte. | 1 |
| Cities/Towns | 1 | CM Leslie Schneider, Bainbridge Isl | 1 | | 1 |
| | | Vacant | | Transportation Operators Cmte. | 1 |
| Local Transit | 1 | MYR Rob Putaansuu, Port Orchard | | | 1 |
| | | CM Anna Mockler, Bremerton | | Private/Civic Members-Business/Labor | |
| Pierce County | 1 | CM Ryan Mello, Vice Chair | 1 | WA Trucking Associations exp. 12/31/26 | 1 |
| | | CM Dave Morell Alt | | | 1 |
| Tacoma | 1 | CM Kristina Walker | 1 | Seattle Met. Chamber of Commerce exp. 12/31/26 | 1 |
| | | CM Olgy Diaz Alt | | | 1 |
| Cities & Towns | 1 | CM Tim Ceder, Milton | | Private/Civic Members-Community/Environment | |
| | | MYR Pro Tem Edward Wood, University Place Alt | | TBD | |
| Local Transit | 1 | CM Marty Campbell, Pierce County | | Non-voting | 10 |
| | | Vacant | | | Non-voting members present |
| Snohomish County | 1 | CM Jared Mead | | | |
| | | CM Strom Peterson Alt | | | |
| Everett | 1 | CM Ben Zarlingo | 1 | | |
| | | MYR Cassie Franklin Alt | | | |
| Cities/Towns | 1 | CM Jan Schuette, Arlington | 1 | | 26 |
| | | CM Michael Dixon, Mukilteo Alt | | | |
| Local Transit | 1 | CM Kim Daughtry, Lake Stevens | 1 | | |
| | | CM Jan Schuette, Arlington Alt | | | |
| Regional Transit | 1 | CM Ed Prince, Renton | | | |
| | | MYR Kim Roscoe, Fife Alt | | | |
| Federally Recognized Tribes | | | | | |
| 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 | | | |
| Statutory Members | | | | | |
| Ports | 1 | COM Toshiko Hasegawa, Seattle | | | |
| | | COM Cary Bozeman, Bremerton Alt | | | |
| WA Trans. Commission | 1 | COM Jim Restucci | 1 | | |
| | | COM Nicole Grant Alt | | | |
| WSDOT | 1 | Robin Mayhew | 1 | | |
| | | Todd Lamphere Alt | | | |
| Legislative Transportation Cmte. (Not Counted for Quorum) | | | | | |
| 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 | 15 | | |
| | | Total Voting members present | 16 | | |



Puget Sound Regional Council

March 7, 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

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

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 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 is one redistribution request from King County Metro for modifications to PSRC's FTA funds. The request has been reviewed and recommended for approval by PSRC's Transportation Operators Committee and is detailed in Consent Agenda action item 5d.

Federal and State Fund Source Descriptions

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

5337 HIFG FTA State of Good Repair Program

CWA State Connecting Washington Account

MVA State funds from the motor vehicle account.

NHPP Provides support for the condition and performance of the National Highway System (NHS)

STBG Surface Transportation Block Grant provides funding for state highway system preservation and interstate reconstruction

For more information, please contact Jennifer Barnes at 206-389-2876 or jbarnes@psrc.org.

ATTACHMENTS

- A. Exhibit A - Project(s) Proposed for Routine Amendment to 2023-2026 TIP

Month: March

Year: 2024

**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 | UPWP | Other Amend |
| 1. King County Department of Transportation (Transit) | Pier 48 Gangway Replacement New project redistributing funds from MET-244: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 adding Other phase for replacement of the Pier 48 gangway and related facility utility connections that provides access to Metro's floating water taxi maintenance facility. | \$4,805,000 | Federal 5337 HIFG | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$20,940 | Local | | | | |
| | | \$4,825,940 | Total | | | | |
| 2. North Bend | South Fork Extension Bypass Existing project adding a right-of-way phase for a two-lane arterial road extension from South Fork Avenue SW to West North Bend Way with a multi-use path on one side and updating scope to add a new roundabout at North Bend Way. | \$4,972,246 | Local | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$4,972,246 | Total | | | | |
| | | | | | | | |
| 3. Sumner | Fryar Avenue Shared Use Trail Existing project adding funds to right-of-way and programming a construction phase for a shared use path with pedestrian and bicycle amenities, completing the Sumner Link Trail. | \$4,972,246 | State | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$4,972,246 | Total | | | | |
| | | | | | | | |
| 4. Tukwila | Interurban Avenue S Overlay New project programming preliminary engineering and construction phases for pavement repairs, overlay, and curb and gutter repair between East Marginal Way S and S 143rd Street. | \$4,958,000 | Federal NHPP | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$4,958,000 | Total | | | | |
| | | | | | | | |
| 5. Tukwila | Boeing Access Road Overlay New project programming preliminary engineering and construction phases to grind and overlay roadway, and replace concrete overlay of bridge deck over BNSF railway, between East Marginal Way S and Martin Luther King Jr Way S. | \$3,990,000 | Federal NHPP | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$3,990,000 | Total | | | | |
| | | | | | | | |

| Sponsor | Project Title and Work Description | Funding | PSRC Action Needed | | | | |
|---------------------------|--|--------------|--------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | | | Project Tracking | New Project/Phase | Other | UPWP Amend | |
| 6. WSDOT Northwest Region | SR 92/Pilchuck River - Chronic Environmental Deficiency Existing project programming a new right-of-way phase and adding funds to the construction phase to install roughened rock and large logs on the slope of an eroding bank. The project will repair failed work under a prior project (WDNW-1001: SR 92/Pilchuck River - Chronic Environmental Deficiency). | \$2,500,522 | Federal STBG | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$77,777 | MVA | | | | |
| | | \$2,578,299 | Total | | | | |
| 7. WSDOT Olympic Region | SR 166/Ross Creek - Remove Fish Barrier New project programming preliminary engineering, right-of-way, and construction phases to replace the existing drainage structure with a fish passable structure and add a buffered shared use path over the structure. | \$16,102,925 | CWA | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$16,102,925 | Total | | | | |



Puget Sound Regional Council

March 7, 2024

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend a Change in Regional Transportation Plan Project Status for the City of Tacoma’s Water Ditch Trail Phase 3 Project**

IN BRIEF

The City of Tacoma has submitted a request to change the status of the Water Ditch Trail Phase 3 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 the City of Tacoma’s Water Ditch Trail Phase 3 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 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.

This project will remove one eastbound vehicle lane on South Tacoma Way and construct a shared use path on the north side of South Tacoma Way between South Pine Street and South M Street. The project will include sidewalk improvements, ADA amenities, access to existing Pierce Transit service and illumination.

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

| Review Criteria | Water Ditch Trail Phase 3 Project |
|---|--|
| Total Project Cost | \$11,471,000 |
| Consistency with Regional Policies | This project is consistent with regional policy. |
| Benefit-Cost Analysis | Project cost is less than \$100,000,000, so benefit-cost analysis is not required. |
| Environmental Documentation | NEPA Categorical Exclusion (CE) was issued April 2022. |
| Other Planning Requirements | N/A |
| Financial Feasibility | The project is fully funded with \$5,590,491 of federal funds and \$5,880,509 of local funds for a total project cost of \$11,471,000 in 2023 year of expenditure dollars. |
| Air Quality Conformity | Approving this project will not change the region's air quality conformity determination. |

For more information, please contact Mitch Koch at 206-464-7537 or mkoch@psrc.org



Puget Sound Regional Council

March 7, 2024

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend PSRC FTA Funding for King County Metro's Pier 48 Gangway Replacement Project**

IN BRIEF

King County Metro requests a redistribution of \$4,805,000 in PSRC's 2024 Federal Transit Administration (FTA) funds from an existing project to the new "Pier 48 Gangway Replacement" project. On February 5, 2024, PSRC released the recommended project for public review. Four comments have been received as of March 4, 2024.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve the redistribution of 2024 FTA funds to the new King County Metro "Pier 48 Gangway Replacement" project.

DISCUSSION

King County Metro requests a redistribution of \$4,805,000 in 2024 FTA funding from its existing "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024" project to the new "Pier 48 Gangway Replacement" project. After these funds are redistributed, the "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022" project will be closed out. The new "Pier 48 Gangway Replacement" project will use the funds to replace the gangway and related facility utility connections that provide access to Metro's floating water taxi maintenance facility.

These modifications were found to be consistent with PSRC's project tracking policies and presented to the board on February 8, 2024. Since it is a new project, the "Pier 48 Gangway Replacement" project was released for public review on February 5, 2024.

Four comments have been received as of the close of the public comment period on March 4, 2024, and are included in Attachment A along with staff responses. At the March 14 board meeting, staff will review the public comments received and request recommendation of the project to the Executive Board.

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

ATTACHMENTS

- A. New King County Metro Project - Public Comments Received

ATTACHMENT A: NEW KING COUNTY METRO PROJECT - PUBLIC COMMENTS RECEIVED

Reflecting all comments received through March 4, 2024

Note: PSRC responds to every comment, and where appropriate forwards the comment to any affected jurisdictions.

Comment 1:

As someone who rides the Water Taxi when I can in Seattle, I endorse this project. We need the Water Taxi to work to connect to all of King County and especially West Seattle.

Joe Kunzler

PSRC RESPONSE:

Thank you for your comment related to King County Metro's new Pier 48 Gangway Replacement project recommended to receive PSRC's Federal Transit Administration funds. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board, as well as to King County Metro.

Comment 2:

I whole-heartedly support the distribution of funds to King County Metro's water taxi for these important upgrade needs. The water taxi is a valuable and very necessary component to the Sound's transit options. Not to mention, their crews are genuine local heroes! Please ensure this transit option is sustained for a long time to come.

Cathy Jimenez

PSRC RESPONSE:

Thank you for your comment related to King County Metro's new Pier 48 Gangway Replacement project recommended to receive PSRC's Federal Transit Administration funds. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board, as well as to King County Metro.

Comment 3:

Ensure ebikes and touring bikes can use taxi AND get all electric fleet now. Stop discrimination of all modes of traveling people now. Use electronics to tell travels which lane to board vs bored people waving cars and walkers on.

Shelly Bowman

PSRC RESPONSE:

Thank you for your comment related to King County Metro's new Pier 48 Gangway Replacement project recommended to receive PSRC's Federal Transit Administration funds. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board, as well as to King County Metro.

Comment 4:

Why not invest in Kitsap Transit and their Fast Ferry service? They are looking for docking property on the Seattle waterfront? They share King County Ferry space now but to improve and expand fast ferry service will take more than the taxpayers of Kitsap County can afford. Where is Olympia and the PSRC's investment in the Kitsap Transit fast ferry system?

Roger Gay

PSRC RESPONSE:

Thank you for your comment related to King County Metro's new Pier 48 Gangway Replacement project recommended to receive PSRC's Federal Transit Administration funds. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Regarding your specific concern about funding for Kitsap Transit, please be aware that this funding recommendation was only for one project receiving funds redistributed from another King County Metro project. The current [Regional Transportation Improvement Program](#) includes several Kitsap Transit projects, including projects to support maintenance and expansion of Kitsap Transit's fast ferry system. You will be pleased to know that Kitsap Transit was recently awarded \$4.2 million in funding for preventive maintenance and capital expansion of Kitsap Transit's passenger only ferry system from [PSRC's Federal Transit Administration](#) funding.



Puget Sound Regional Council

March 7, 2024

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommendation of Updates to PSRC’s Project Tracking Policies**

IN BRIEF

PSRC’s adopted project tracking policies are designed to ensure the timely use of PSRC’s federal funds and to increase the delivery of transportation investments that support the region’s long-range plans. The Executive Board has recently approved revisions to the policies for PSRC’s Federal Highway Administration (FHWA) funds. The policies also address requirements for PSRC’s Federal Transit Administration (FTA) funds. To reflect nuances related to the new Equity Formula distribution for PSRC’s FTA funds, the Transportation Operators Committee (TOC) is recommending revisions to the policies to allow additional flexibility under certain conditions.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve the revisions to PSRC’s project tracking policies as described in this memo.

DISCUSSION

Within the Seattle-Tacoma-Everett Urbanized Area (UZA), approximately 86% of the FTA funds allocated by federal formula are based on the service and operating characteristics of the nine transit agencies in the UZA. Per adopted regional policy, this portion of the funds is distributed to each public transit agency based on their earnings, called the “earned share” distribution. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density, called the “regional” distribution. As of 2023 these regional funds are now distributed via the Equity Formula, which is a focused and intentional methodology that looks at all transit

services being provided to the region's equity focus populations and distributes funds accordingly.

PSRC's adopted [Project Tracking Policies](#) are designed to ensure the timely use of PSRC's federal funds and to increase the delivery of transportation investments that support the region's long-range plans. Because Equity Formula funds are sourced from the regional portion of PSRC's FTA funds, and based on the original purpose and intent of this distribution process as determined by PSRC's boards, projects with these funds will follow the established project tracking policies distinct to the FTA Regional funds, which require greater accountability and expectations than the rules for FTA Earned Share funds.

However, given the unique nature of this new distribution process, PSRC worked with the TOC to review the policies and identify any appropriate revisions specific to the Equity Formula funds that may allow additional flexibility. The table below summarizes the recommended revisions to the project tracking policies for the Equity Formula funds. These revisions allow for a limited set of exceptions to be evaluated on a case-by-case basis. Requests for exceptions will first be reviewed by PSRC and recommended by the TOC to the Transportation Policy Board. The Transportation Policy Board will then recommend final approval by the Executive Board.

| Adopted Policy | <i>Proposed Exception</i> |
|---|--|
| Equity Formula funds may not be awarded to phases that have already been awarded PSRC's federal funds. Additional funds to a previously awarded phase would only be considered if the funds will implement new or additional scope beyond the original award. | <i>Exceptions to this may be considered to add Equity Formula funds to previously funded project phases if it will allow the project to be delivered faster or more efficiently, such as by accelerating the project schedule, reducing project costs, etc., and delivering project benefits to equity focus populations sooner.</i> |
| Regional FTA funds are considered delayed if they have not been transmitted in an FTA grant application by six months after their estimated obligation date. PSRC staff will consult with the TOC and FTA to determine if an extension is warranted based on whether the delay is considered "reasonable," defined as delays due to factors outside of the sponsor's control. | <i>Exceptions to this may include project delays due to feedback provided through community outreach.</i> |

| Adopted Policy | <i>Proposed Exception</i> |
|--|--|
| Once Equity Formula funds are awarded, funds cannot be moved between projects; funds cannot be moved between phases within a project; and the scope of projects as originally awarded may not be substantively changed. | <i>Exceptions to these rules may be considered on a case-by-case basis, and in general must demonstrate a compelling need for the deviation, including circumstances by which projects may be delivered faster or revisions needed due to community outreach with affected equity focus populations.</i> |
| Transit agencies may receive additional Equity Formula funds due to an increase in the Regional portion of funds as part of the FTA annual adjustments process, or from a project returning Regional funds. Agencies will use the additional funds for new Equity Formula projects or for additional work on existing Equity Formula projects. | <i>In some instances, transit agencies may receive modest amounts of additional funds that they are unable to utilize to fully fund a new project phase. In these cases, an exception could be considered to allow the agencies to instead increase the federal share of an existing Equity Formula project.</i> |

At its meeting on February 28, 2024, the TOC reviewed and recommended the proposed revisions to the Project Tracking Policies to the Transportation Policy Board.

For additional information, please contact Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822.



Puget Sound Regional Council

March 7, 2024

ACTION ITEM

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **2024 Project Tracking and Supplemental Funding Action**

IN BRIEF

A requirement to meet an annual delivery target for PSRC's Federal Highway Administration (FHWA) funds has been in place since 2013. PSRC's adopted project tracking policies identify the procedures to be followed when there is a risk the target will not be met, including the development of a supplemental funding action. Information provided by project sponsors to date indicates that there will be a gap to the 2024 delivery target and a supplemental funding action required.

Per the recently revised PSRC Project Tracking Policies, early action on increasing the federal share of previously awarded projects is being requested in order to streamline the processing and approval timeframes and expedite use of the funding to help meet the region's delivery target. Additional actions may be required in April, as staff finalizes all relevant project data.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve a supplemental funding action to increase the federal shares for projects awarded PSRC's 2024 FHWA funds, up to the amounts identified in Attachment A.

DISCUSSION

PSRC has been monitoring the progress of projects awarded PSRC's federal funds through a project tracking system first implemented in 2000. The adopted [project tracking policies](#) are designed to ensure the timely use of PSRC funds and to increase

the delivery of transportation investments that support the region's long-range plans. The project tracking program has evolved over the years to ensure the successful delivery of projects by addressing issues of delayed projects and the potential risk of losing unused funding. This evolution has included responding to the annual delivery target requirement begun in 2013 for all regions of the state. Regions must meet their delivery target for each year's FHWA funds or risk losing the unused portion of funds to other parts of the state.

To recognize the increased emphasis on project delivery, PSRC's project tracking policies provide a firm obligation deadline of June 1 of each year, with the possibility of a one-time extension to the next federal fiscal year. In addition, the policies include the prioritized strategies listed below that are implemented when there are not enough projects able to deliver in a given year, and additional measures need to be taken in order to meet the required annual delivery target. These policies and procedures were updated by the board in December 2023.

1. Advance projects from later years.
2. Exchange federal funds for local funds between phases or stages of a single project, or between projects within the same agency.
3. Increase the federal share of awarded projects.
4. Fund immediately-ready-to-go projects from the current adopted contingency lists.
5. Solicit new immediately ready to go projects.

Preliminary Estimate of 2024 Delivery Gap

Per PSRC's project tracking policies, extension requests for projects with 2024 delivery were due on February 15, and are currently under review by PSRC, Washington Department of Transportation (WSDOT), and the chairs of the Regional Project Evaluation Committee (RPEC) and the countywide forums. Request for board action on the one-year extension requests will occur in April. These extensions create a substantial gap to achieving the current year delivery target. In addition, several projects have returned PSRC funding, either due to project cancellations, cost savings or other reasons.

PSRC has begun the rebalancing process based on the strategies above, including identifying projects with later years' funding that can advance to 2024 and researching projects that may be eligible for an exchange. Based upon the information available to date, the estimated gap to the 2024 delivery target is close to \$50 million, and a supplemental funding action to increase the federal share of awarded projects is required.

At the March 14 meeting, the Transportation Policy Board will be asked to recommend a supplemental funding action to increase the federal shares of projects awarded 2024 funds, up to the amount per project as summarized in Attachment A. Early action is being requested in order to streamline the processing and approval timeframes and

expedite the use of these funds in order to support the 2024 delivery target. An equal amount of funding is applied to all projects based on the total amount necessary to fill the delivery gap. The amount per project can be no more than the maximum federal share allowable, and once a project has reached this maximum any remaining funds will be uniformly distributed to the other projects that still have capacity to accept additional federal funds, until the total additional funds have been awarded. This methodology is reflected in the amounts per project identified in Attachment A.

While these figures are draft, staff expects this supplemental funding action to be adequate to achieve the 2024 delivery target. However, there are still factors that may impact the final need, including any additional return of funds and the outcome of the federal appropriation bill and subsequent final funding allocations. Staff will return to the board in April with the list of extensions to be approved and the final increased amounts to the list of projects in Attachment A, as well as any further delivery needs that may be required.

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

ATTACHMENTS

- A. Increased Federal Shares for PSRC Funded Projects with 2024 Delivery

ATTACHMENT A: Increased Federal Shares for PSRC Funded Projects with 2024 Delivery

| Sponsor | Project Title | Original PSRC Award | Maximum Additional FHWA Funds |
|-------------------|--|---------------------|-------------------------------|
| Arlington | Smokey Point Blvd & 188th St Roundabout | \$ 2,080,000 | \$ 411,696 |
| Arlington | 74th Ave Trail | \$ 525,000 | \$ 44,693 |
| Auburn | C Street SW Preservation | \$ 1,118,272 | \$ 1,798,688 |
| Auburn | East Valley Highway Widening | \$ 1,050,000 | \$ 161,000 |
| Bothell | NE 160th St. Overlay | \$ 625,000 | \$ 365,425 |
| Bothell | NE 195th ST Overlay | \$ 970,000 | \$ 517,800 |
| Bothell | 102nd Ave NE Downtown Access Improvements Project | \$ 900,000 | \$ 700,000 |
| Bremerton | 6th Street Preservation Phase 3, Naval Ave to Warren Ave | \$ 1,572,838 | \$ 58,393 |
| Bremerton | SR 303 Adaptive Signals (Sheridan to Riddell) | \$ 1,600,000 | \$ 67,348 |
| Community Transit | Swift BRT TDM Expansion | \$ 1,000,000 | \$ 297,500 |
| Edmonds | Main St. Overlay from 6th Ave. to 8th Ave. | \$ 624,800 | \$ 50,765 |
| Everett | Fulton Street Bicycle Pedestrian Corridor | \$ 700,000 | \$ 121,750 |
| King County | On-Demand Feeder-to-Fixed Route Connections to Transit Program | \$ 3,000,000 | \$ 243,750 |
| Kitsap County | Fairgrounds Road Sidewalk Improvements | \$ 2,300,000 | \$ 31,375 |
| Kitsap Transit | West Bremerton Hydrogen Fueling/ Transit Center Park & Ride | \$ 3,637,531 | \$ 622,000 |
| Lake Stevens | Main Street Improvements Project | \$ 1,959,620 | \$ 2,481,723 |
| Lakewood | Steilacoom Blvd. SW Improvements: 83rd Av. SW to Weller Rd. SW | \$ 1,500,000 | \$ 763,705 |
| Marysville | 53rd and 61st Intersection and Shared-Use Path Improvements | \$ 655,419 | \$ 898,200 |
| Mountlake Terrace | Veterans Memorial Park Trail Light Rail Access | \$ 1,117,000 | \$ 409,725 |
| Mukilteo | 47th Place West Pavement Preservation | \$ 627,119 | \$ 653,081 |
| Newcastle | 2024 Newcastle Pavement Overlay Program | \$ 600,000 | \$ 442,325 |
| North Bend | McClellan Street Improvements | \$ 707,491 | \$ 394,231 |
| Pierce County | Patterson Rd E - Culvert Replacement - 212 Av E (MP 0.10 to MP 0.20) | \$ 560,000 | \$ 333,000 |
| Pierce County | 112th Street E | \$ 2,500,000 | \$ 1,299,945 |
| Pierce County | 138th Street S Improvements | \$ 524,000 | \$ 100,530 |
| Port of Everett | SR529/W Marine View Dr. Bulkhead | \$ 1,500,000 | \$ 346,700 |
| Poulsbo | Noll Road North Segment 3B | \$ 1,800,000 | \$ 350,000 |
| Puyallup | Valley Ave NW Overlay - Phase 1 & 2 | \$ 578,000 | \$ 575,865 |
| Puyallup | Shaw Road Widening, Phase 4A , 25th to 20th Ave Ct E | \$ 580,000 | \$ 458,000 |
| Redmond | 156th Avenue Shared Use Path | \$ 700,000 | \$ 70,715 |
| Renton | South 7th Street Corridor Improvements | \$ 1,450,000 | \$ 219,020 |
| Seattle | Transportation Demand Management and Wayfinding Expansion | \$ 1,210,000 | \$ 6,029 |
| Seattle | Alaskan Way Protected Bike Lane | \$ 2,000,000 | \$ 1,757,242 |
| Seattle | Georgetown to Downtown Protected Bike Lane | \$ 2,370,000 | \$ 2,605,072 |
| Seattle | Denny Way Preservation | \$ 1,450,000 | \$ 2,442,500 |
| Seattle | Beacon Ave S and 15th Ave S Safety | \$ 1,090,000 | \$ 8,759,736 |
| Snohomish County | Interurban Trail Improvements: 167th PI SW to 160 St SW | \$ 255,000 | \$ 8,825 |
| Tacoma | Water Ditch Trail Phase IIIA | \$ 2,273,631 | \$ 1,744,325 |
| Tacoma | Water Ditch Trail Phase IIIB | \$ 3,316,860 | \$ 934,080 |
| University Place | 35th Street Phase 2 | \$ 2,125,000 | \$ 37,500 |
| WSDOT | SR 99/SR 516 to S 200th St - Paving & ADA Compliance | \$ 1,000,000 | \$ 4,356,226 |
| WSDOT | SR 900/57th Ave S to S 135th St - Pedestrian Improvements | \$ 1,823,725 | \$ 957,250 |
| WSDOT | SR 167/I-5 to SR 161 - Stage 2 | \$ 1,900,000 | \$ 11,102,267 |
| | | Total | \$ 50,000,000 |



Puget Sound Regional Council

March 7, 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 March 14 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 March 14 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.



Puget Sound Regional Council

March 7, 2024

DISCUSSION ITEM

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Climate Work Summary and Future Planning**

IN BRIEF

Since adoption of the Regional Transportation Plan (RTP) in 2022, several significant climate work elements have been either completed or are underway. At the meeting on March 14, 2024, staff will provide a briefing on these projects and the schedule of activities through development of the next RTP.

DISCUSSION

Since 2010 PSRC has had an adopted Four-Part Greenhouse Gas Strategy that addresses land use, transportation choices, pricing and technology. A climate analysis is conducted for the horizon year of the Regional Transportation Plan (RTP), which for the current plan is 2050. The current RTP further called 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 region's climate goals and to monitor progress.

Prior to adoption of the current RTP, a partnership project was undertaken to develop a new regional greenhouse gas inventory. Led by King County, the Puget Sound Regional Emissions Analysis Project included partners from PSRC, the Puget Sound Clean Air Agency, all four counties, the City of Seattle and Seattle City Light. Completed in 2022, the project provided a comprehensive and consistent suite of greenhouse gas emissions data across all four counties and included a forecast analysis tool to customize scenarios across all emission sources.

PSRC's 2030 climate analysis work was conducted between October 2022 and January 2023. The analysis identified progress towards the region's 2030 climate goals and included various 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 conclusion of the analysis, PSRC convened an expert panel to review the modeling assumptions and results and provide recommendations for future work. The panel met twice in the fall of 2023 and was comprised of experts from the following national and local agencies and organizations: Federal Highway Administration; Washington State Department of Ecology; Puget Sound Clean Air Agency; King County Metro; Climate Solutions; Chicago Metropolitan Agency for Planning; and the Metropolitan Washington Council of Governments. The panel confirmed that PSRC's analysis and methodologies are consistent with similar work their agencies have performed.

In 2023 PSRC also launched an update to the technical project-level emissions estimation tool used in PSRC's project selection process and to report to state and federal agencies on estimated emission reductions from funded projects. This tool is based on national and regional research and data and has been updated to reflect current research and state of the practice, including the incorporation of "induced demand" from capacity expansions on highways and major arterials. The update has been completed in time for use in the 2024 project selection process.

In the spring of 2023, the U.S. Environmental Protection Agency (EPA) released the Climate Pollution Reduction Grants Program (CPRG). The CPRG program provided funds to states and large urban areas to develop near- and long-term climate action plans. The Puget Sound Clean Air Agency (PSCAA) is leading the planning efforts on behalf of the region, in collaboration with PSRC, the four counties and several cities. The near-term Priority Climate Action Plan was submitted to EPA on March 1, 2024. The Comprehensive Climate Action Plan is due in the summer of 2025 and a work program is soon to be developed. More information may be found on PSCAA's [website](#).

In addition, the CPRG program is providing \$4.6 billion in competitive grants for climate implementation activities. The state and partners across the region are coordinating on a set of strategic applications to this grant program, which are due on April 1, 2024.

At the March 14 meeting, staff will brief the board on these various past and present climate activities and how and when they will inform development of the next RTP.

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



Puget Sound Regional Council

March 7, 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 March 14, 2024, the Transportation Policy Board will continue discussions of priorities and key themes for developing the next long-range Regional Transportation Plan (RTP). Work on the next RTP will continue through 2026, when the plan is scheduled to be adopted.

DISCUSSION

At its meeting on February 8, the board was provided an overview of the current RTP, and the schedule and work program for the next RTP scheduled for adoption in May 2026. The overview included a briefing on federal and state requirements, the key policy focus areas of the current RTP, new tools developed, and new and expanded engagement efforts, among other items.

Via a poll, the board provided preliminary feedback in February on initial priorities and ideas for continued improvements. A summary of these initial board thoughts is provided below.

Question 1: As PSRC begins work on the next Regional Transportation Plan, what is top of mind for you in terms of regional priorities and emphasis areas?

Multiple board members responded with the following themes:

- Safety – bicycle, pedestrian, community, public safety, etc.
- Climate change
- Congestion and traffic

- Equity
- Ferries
- Being human-centered
- Transit
- Maintenance – basic repairs and modernization
- Electric vehicles and green transportation

Individual board members also identified the following: addressing gaps, changing the status quo, economic vitality, cross-sector planning, freight mobility, pedestrian investments, revenue planning, education and tree preservation.

Question 2: What are some new things you'd like to see? For example, new ideas to analyze, new ideas or investments, new ways to engage with the public, etc.

Board members responded with the following ideas and themes:

- Better understanding of concurrence requirements
- Safety - understanding the reason for disparities and the cause of pedestrian accidents; DUI strategies; self-driving vehicles; safe routes to schools; incentivizing safe active transportation
- Changes in travel behavior over time and the corresponding impacts
- Cross jurisdictional linkages
- Data - more detailed data analysis by county and city; dashboards; tracking progress towards goals
- Transit – electrification, rider engagement, micro-transit, marine travel
- Improved vehicle throughput
- Innovation
- Linkage to land use patterns
- Quality of life issues and transportation
- Transportation subsidies by location
- Road usage charge and financial planning
- Provide real-world examples
- Regional electric vehicle plan
- Equity and undoing racist policies

This discussion will be continued in March, to further refine a set of key priorities and policy focus areas as the development work of the next plan continues. An identification of emerging issues and changes since the current plan adoption in 2022 will be provided to support the discussion.

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

PSRC Transportation Work Program - Draft Progress Reporting

DRAFT Progress Chart (Timeline as of March 7, 2024)

| Status | |
|---------------------------------------|-------------|
| ■ | Preparing |
| ■ | In Progress |
| ■ | Complete |
| ■ | Tentative |

| Project | Status to-date |
|---|--|
| Regional Transportation Plan | |
| 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 |
| PSRC Funding | |
| 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 |
| Transportation Improvement Program (TIP) | |
| 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 |
| Climate: GHG Analysis and Planning | |
| 2030 Transit Networks and Service | Complete |
| PSRC 2030 Network Modeling and Analysis | Initial modeling complete; Expert Review Panel convened September-October 2023; summary report to be provided March 2024 |
| 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 submitted to EPA March 1, 2024, Comprehensive Climate Action Plan due summer 2025 |
| PSRC Board Progress Briefings | Ongoing |
| Regional Safety Plan | |
| 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 |
| Performance Measures and Dashboard <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 | Briefing February 2024 and annually thereafter |
| Active Transportation Plan Repackaging | |
| Repackage Active Transportation Plan | Complete |
| ADA Transition Plan Technical Assistance | |
| Research current plans, roles and responsibilities | Preliminary research complete; moving to monitoring role |
| Board Briefing and Discussion | TPB briefing June 2023 |
| Annual Transit Integration Report | |
| Report Development | Complete |
| Publish Report | Released November 2023 |
| Big Ideas/Transformational Planning | |
| Regional Convenings to Support Effort | tbd - pending further board discussions |
| Future of HCT Regional Convening | tbd - pending further board discussions |
| Data Collection, Analysis, Performance Metrics | |
| Data collection, maintenance of viz tool, improvements | In Progress, Q1-Q4 2023 |
| Equity, EJ analysis methodology improvements | tentative Q2-Q4 2023 |
| RTP Financial Strategy | |
| Collaborate with Partners on Implementation Steps | tbd - pending further board discussions |



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.



Puget Sound Regional Council

VISION 2050 AWARDS



Puget Sound Regional Council

Call for Nominations 2024

The Puget Sound Regional Council is seeking nominations for the VISION 2050 Awards Program through April 1, 2024.

The VISION 2050 Awards celebrate progress to enhance the region's communities and natural environment while advancing equity and opportunity for all. The awards recognize innovative work to create a better future for central Puget Sound.

We welcome nominations in the following categories:

On the Ground

Projects that show VISION 2050 in action today, including housing, mixed-use development or redevelopment, expanding access to opportunity, open space preservation, and transportation investments.

Planning Ahead

Comprehensive or subarea plans, economic development plans, climate action plans, equity initiatives, design guidelines, outreach programs, and other similar efforts that are shaping a positive future for the region.

Working Together

Cross-jurisdictional or public/private partnerships focused on solutions or working together to tackle tough problems and advance VISION 2050. Examples include multijurisdictional work on housing affordability, environmental and climate initiatives, corridor transportation planning, or other similar efforts to face long-term regional challenges.

The region's vision for 2050

is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. More information about the goals and themes of VISION 2050 can be found at www.psrc.org

Eligibility

New this year: PSRC will only be accepting nominations directly from its [membership](#). Firms seeking to nominate projects can do so through the member jurisdiction in which the project is located.

Nominations must be for projects, programs, plans or partnerships within the four-county region of King, Kitsap, Pierce and Snohomish counties that help achieve VISION 2050. More information about the goals and themes of VISION 2050 can be found at psrc.org/vision.

All nominated projects must be completed and open, plans must be adopted by their jurisdictions, programs must be in operation and partnerships must be formally working together.

Submit a Nomination!

Nominations must be submitted online through the [VISION 2050 Awards Nomination Form](#)

Learn more at: www.psrc.org

Scan the code for
the nomination form



Schedule

- April 1, 2024 – Nominations due
- April–May 2024 – Awards Selection Committee composed of PSRC board members will select the award winners
- Summer/Fall 2024 – Awards presented on location around the region

