



Puget Sound Regional Council

## Transportation Policy Board

Thursday, November 14, 2024 • 9:30 a.m. – 12:00 p.m. *Please note time extension.*

**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: 885 0829 0750, Passcode: 165415

### Attend

- The public can attend meetings at [PSRC's offices](#).
- 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 outside of 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 [aleach@psrc.org](mailto:aleach@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](#).

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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 October 10, 2024

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

- a. Regional Transportation Plan (2026-2050) Scope of Work – *Kelly McGourty, PSRC*

**7. Discussion Item (10:15)**

- a. Revisiting Project Selection Policy Issues – *Jennifer Barnes, PSRC*

**8. Discussion Item (10:45)**

- a. Regional Transportation Plan (2026-2050) Financial Strategy – *Kelly McGourty and Craig Helmann, PSRC*
- b. Optional Financial Strategy Q&A with PSRC Staff, 11:30 a.m. -12:00 p.m.

**9. Information Items**

- a. Transportation Work Program Progress Tracker

**10. Next Meeting: December 12, 2024, 9:30 – 11:30 a.m.**

Major Topics for December:

- Regional Transportation Plan (2026-2050) Development
- Revisiting Project Selection Policy Issues

**11. Adjourn (12:00)**

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Alexa Leach, e-mail [aleach@psrc.org](mailto:aleach@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

**Transportation Policy Board**  
**October 10, 2024**  
**1201 3<sup>rd</sup> Ave., Ste 500, Seattle, WA 98101**

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

### 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 to the meeting live.

Roll call determined attendance and that a quorum was present.

### COMMUNICATIONS AND PUBLIC COMMENT

Joe Kunzler provided public comment to the board after the last discussion item.

### REPORT OF THE CHAIR

Mayor Ralph waived her remarks in the interest of time.

### DIRECTOR'S REPORT

Kelly McGourty, PSRC, also waived her remarks in the interest of time.

### CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held September 12, 2024
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)

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

### **ACTION ITEM: RECOMMEND ADOPTION OF THE 2025-2028 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

Doug Cox, PSRC, reviewed the process that led to the development of the Draft 2025-2028 Regional Transportation Improvement Program (TIP). Mr. Cox reminded the board of the projects and funding details included in the draft TIP, which was released for public comment by the board in September. He then summarized the two comments submitted and the staff responses. Once the Executive Board adopts the TIP it will be forwarded for state and federal approval in January 2025.

**ACTION: It was moved and seconded (Mello/Pauly) that the Transportation Policy Board recommend the Executive Board adopt the 2025-2028 Regional TIP. The motion passed.**

### **DISCUSSION ITEM: RECOMMENDATIONS TO THE 2025 WASHINGTON STATE LEGISLATURE**

Robin Koskey, PSRC, provided information on the upcoming state legislative session, including possible budget constraints and key priorities. Ms. Koskey reviewed the process that PSRC will follow to develop the agency's 2025 recommendations to the Legislature. She shared the 2024 recommendations and that the four key categories of transportation, housing, climate and economy are expected to carry through into the 2025 recommendations.

Board members provided feedback to consider addressing safety, workforce development and preservation.

### **DISCUSSION ITEM: REGIONAL SAFETY ACTION PLAN DEVELOPMENT**

Craig Helmann, PSRC, provided information on the current status and work completed to date to develop the Regional Safety Plan. He shared the ten key findings from the data analysis and reported on the recently held regional public meetings. Mr. Helmann summarized the input provided by the public at these meetings and via the online engagement hub. Mr. Helmann also provided links to the State of the Region report and the High Injury Network map.

Michael Houston, Toole Design, provided information on how the plan is developing safety strategies based on the Safe System Approach and local context. Mr. Houston then described how the safety strategies will align with key emphasis areas derived from the data analysis, crash types and contributing factors. He provided examples of how the plan will provide a menu of strategies proven to be effective to these specific conditions and characteristics.

Board members provided positive feedback on the approach being taken for the plan. Questions were asked about the regional versus local data scale, and if PSRC will

inventory current infrastructure on the ground at these locations. Further information on the effectiveness of the identified proven safety countermeasures that will be included in the plan was provided. It was also shared that all of the data will be made available to jurisdictions for their use.

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

Kelly McGourty, PSRC, reviewed the revised schedule for approving the scope of work for developing the next Regional Transportation Plan (RTP). Ms. McGourty reviewed the direction provided in the current plan on this topic and reminded the board of the work conducted since February 2024 and the board discussions on priorities and emphasis areas. She shared information on the draft scoping approach, designed to support VISION 2050's goal for transportation and the transit-focused growth strategy.

Ms. McGourty reviewed the key components of the draft scope of work, addressing the list of priorities previously identified by the board. She then reminded the board of the various performance measures and analyses that will be conducted throughout the development of the plan and described the formal SEPA process to be conducted. Lastly, Ms. McGourty reviewed the calendar and key board decision points over the next year and a half.

Board members commented on the process and wanting to ensure there would be adequate time for discussion to avoid last minute changes to the plan. Additional comments were also provided on the need to increase transit ridership and address transit safety and security.

### **NEXT MEETING**

The next meeting is scheduled for November 14, 2024.

### **ADJOURN**

The meeting was adjourned at 11:15 a.m.

### **ATTACHMENTS**

- A. Attendance Roster – October 10, 2024.

Transportation Policy Board - Thursday, October 10, 2024				5.a - Att. A	
Voting Members			✓	Non-voting Members	✓
<b>King County</b>	2	CM Jorge Barón		<b>Associate Members</b>	
		Vacant		Island County	1
		Vacant Alt			1
Seattle	2	CM Rob Saka	1	Thurston Regional Planning Council	1
		CM Robert Kettle	1		1
		CM Tanya Woo, Alt		<b>Public Agency Members</b>	
Bellevue	1	CM Dave Hamilton		Freight Mobility Strategic Investment Board	1
		CM Jared Nieuwenhuis, Alt			1
Cities/Towns	3	MYR Dana Ralph, Kent, <b>Chair</b>	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	1	WA Tran. Improvement Board	1
		CM Matt Mahoney, Des Moines Alt	1		1
Local Transit	1	CM Rod Dembowski		<b>PSRC Committees</b>	
		Vacant Alt		Equity Advisory Cmte.	1
<b>Kitsap County</b>	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
		CM Doug Newell, Poulsbo Alt	1	Transit Operators Cmte.	1
Local Transit	1	MYR Rob Putaansuu, Port Orchard	1		1
		CM Anna Mockler, Bremerton		<b>Private/Civic Members-Business/Labor</b>	
<b>Pierce County</b>	1	CM Ryan Mello, <b>Vice Chair</b>	1	WA Trucking Associations	1
		CM Dave Morell, Alt		exp. 12/31/26	1
Tacoma	1	CM Kristina Walker	1	Seattle Met. Chamber of Commerce	1
		CM Olgy Diaz, Alt		exp. 12/31/26	1
Cities & Towns	1	CM Tim Ceder, Milton		<b>Private/Civic Members-Community/Environment</b>	
		MYR Pro Tem Edward Wood, University Place Alt		Puget Sound Partnership	1
Local Transit	1	CM Marty Campbell, Pierce County		exp. 12/31/26	1
		DEP MYR John Hines, Tacoma		Non-voting	13
<b>Snohomish County</b>	1	CM Jared Mead			
		CM Strom Peterson Alt			
Everett	1	CM Ben Zarlino			
		MYR Cassie Franklin Alt			
Cities/Towns	1	CM Jan Schuette, Arlington	1		
		CM Michael Dixon, Mukilteo Alt			
Local Transit	1	CM Kim Daughtry, Lake Stevens	1		
		CM Jan Schuette, Arlington Alt			
<b>Regional Transit</b>	1	CM Ed Prince, Renton	1		
		MYR Kim Roscoe, Fife Alt			
<b>Federally Recognized Tribes</b>					
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.			
		Vacant Alt			
Puyallup Tribe of Indians	1	Andrew Strobel			
		Robert Barandon, Alt			
Suquamish Tribe	1	CM Luther (Jay) Mills			
		CHRMN Leonard Forsman, Alt			
<b>Statutory Members</b>					
Ports	1	COM Toshiko Hasegawa, Seattle	1		
		COM Cary Bozeman, Bremerton Alt	1		
WA Trans. Commission	1	COM Jim Restucci	1		
		COM Nicole Grant, Alt			
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	17		
		Total Voting members present	21		



## Puget Sound Regional Council

November 7, 2024

### **ACTION ITEM**

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

### **IN BRIEF**

Beginning in February 2024, the Transportation Policy Board has been engaged in discussions to identify priorities for development of the next Regional Transportation Plan (RTP). Work on the next RTP will continue through 2026, when the plan is scheduled to be adopted.

At the meeting on October 10, the Transportation Policy Board reviewed the draft scope of work for the RTP moving forward, built from the discussions of priorities and emphasis areas since February. Action to recommend approval of the scope is requested at the November 14 meeting, for final approval by the Executive Board at their meeting on December 5.

### **RECOMMENDED ACTION**

The Transportation Policy Board should recommend the Executive Board approve the Regional Transportation Plan (2026-2050) Scope of Work, as described in Attachment A.

### **DISCUSSION**

Since February, the board has been discussing regional priorities and focus areas to guide development of the next RTP, scheduled for adoption in May 2026. Primary themes have included the continued focus areas of safety, climate and equity; maintenance and preservation; transit and accessibility; ferries; decarbonizing the system; and recognizing the diverse needs and community contexts around the region. The board has also discussed analytical needs for the next plan, such as addressing changes in travel behavior since the pandemic, providing more detailed analyses by

county and city and tracking progress over time. In addition, the board has reviewed the assumptions in the current RTP financial strategy, in advance of more detailed discussions in the coming months.

In October, the board reviewed details on the key elements identified in the draft RTP scope, which was developed based on the feedback provided by the board to date and specific action items identified in the current RTP. The scope addresses the policy priorities set by the board in previous discussions; the work underway to develop both safety and climate action plans; the reevaluation of the financial strategy; and the scenario and sensitivity testing to be conducted at board direction in the coming months. A more detailed description of the draft scope of work is contained in Attachment A.

At their meeting on November 14, the Transportation Policy Board will be asked to recommend Executive Board approval of the RTP scope of work. The Executive Board action is scheduled to occur at their meeting on December 5.

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

## **ATTACHMENTS**

- A. Draft Scope of Work for the 2026-2050 Regional Transportation Plan





## DRAFT SCOPE OF WORK FOR THE 2026-2050 REGIONAL TRANSPORTATION PLAN

1. Introduction
2. Draft Scoping Approach
3. Environmental Review
4. Board Engagement, Plan Schedule and Next Steps

### 1. Introduction

The 2022 RTP includes the following direction for the next transportation plan under “Administrative Procedures and Processes:”

#### ***Updating the Regional Transportation Plan***

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

To meet this call, PSRC has been conducting pre-development work for the next RTP since February 2024, including the following preliminary work:

- Gathering board feedback on policy priorities and research and analysis needs
- Updating inventories and data collection of the transportation system
- Updating models and tools to align with the policy priorities noted above and from 2024 board feedback

- Conferred with other MPOs around the country on key topics such as safety and climate, as well as processes and outcomes for conducting sensitivity analyses including those that address work from home levels and changing travel behaviors post-pandemic
- Reviewed peer agency and international regional transportation plans for new ideas and best practices
- Began development of the [Regional Safety Action Plan](#)
- Partnered with the Puget Sound Clean Air Agency on developing the [Priority and Comprehensive Climate Action Plans](#) funded through EPA's Climate Pollution Reduction Grant Program
- Consulted with the agency's SEPA attorneys, Cascadia Law, to review the appropriate level of environmental documentation based on expected analysis needs, potential changes and recently completed environmental analysis for VISION 2050

In addition, an RTP Steering Committee was established in 2022 and served as the "Board work group" identified in the text above. In October, the Executive Committee chose to merge the work of the RTP Steering Committee into their portfolio moving forward.

## 2. Draft Scoping Approach

The primary basis for the Scope of the next RTP is VISION 2050, which has the following Transportation goal:

*The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health.*

Key investments that are integral to achieving this goal that are included in the current plan include the significant expansion of high-capacity transit and expansion of supportive local transit service, as well as achieving state of good repair goals for maintaining and preserving the existing and future system. Board feedback to date on policy priorities for the next plan have confirmed the commitment to this vision, including the priority focus on climate, safety, equity and support for the regional growth strategy, among other elements.

In addition to these foundational priorities, per the Administrative Procedures direction referenced above and board feedback to date, there are several significant changes and advancements that are expected to be transformational for the next RTP. Further board direction will be sought on this draft scoping approach:

1. Safety. The first ever Regional Safety Action Plan (RSAP) is under development and will be adopted in spring of 2025. Board direction will be sought on how the

RSAP will inform investments, direction or actions in the next RTP, as well as future project selection processes.

2. Climate. The first ever regional Comprehensive Climate Action Plan (CCAP) is under development, in partnership with the Puget Sound Clean Air Agency, all four counties and key cities throughout the region. The CCAP will be completed by the end of 2025, but preliminary results specifically related to Transportation are expected to be shared with the boards earlier in 2025 to inform development of the next RTP. Similarly, board direction will be sought on how the CCAP will inform investments, direction or actions in the next RTP, as well as future project selection processes.
3. Finance. The board has directed a more comprehensive reevaluation of the RTP Financial Strategy, taking into account current assumptions on the feasibility of a Road Usage Charge (RUC), impacts of significant levels of electric or other alternatively fueled vehicles and impacts of the possible repeal of the Climate Commitment Act. More realistic and conservative financial scenarios will be discussed by the boards, leading to discussions of possible reduced or revised investments included in the next RTP. Scenarios and sensitivity testing is anticipated to occur between fall of 2024 and late spring of 2025, as directed by the board, with further iterations through the fall as necessary.
4. Equity. The next RTP will continue to improve upon the analysis and tracking of all measures related to equitable outcomes and PSRC's six equity focus areas. This will include continued work on the new [Equity Tracker](#).
5. Analysis. Modeling, analysis and monitoring improvements have been underway and will continue for the next RTP. These include tracking of measures and indicators through the [RTP Dashboard](#) and improved data and analysis regarding changing travel behaviors post-pandemic, particularly related to work from home levels and transit ridership recovery. In addition, more detailed information on local transit service frequencies and accessibility to transit around the region is being developed, as well as an identification of needs and gaps.
6. Stormwater. The next plan will incorporate information on the current state of the practice for addressing stormwater, particularly related to emerging issues such as 6PPD, in partnership with state and other regional agencies.
7. Local Plans. The plan will incorporate land use assumptions and transportation investments from 2024 comprehensive plans, based on VISION 2050 and newly adopted growth targets.

The new elements identified above are substantial changes from prior regional transportation plans, in support of achieving the overall VISION 2050 goals for the regional transportation system and its users. In addition, the next RTP will be reimagined and framed to lead with identified VISION 2050 outcomes and policy priorities, with clear information provided on plan performance as well as challenges to implementation.

### **3. Environmental Review**

The State Environmental Policy Act (SEPA) requires consideration of the environmental impacts related to plans and projects. PSRC conducts detailed analyses of long-range plans based on the board directed scope and range of potential actions, through a variety of system performance and environmental metrics. These are documented through the agency’s adopted SEPA procedures to support final board decisions.

To determine the appropriate level of environmental documentation for the next plan, PSRC consulted with our SEPA attorneys, Cascadia Law, in July 2024. Information was reviewed on the history of SEPA analyses for previous regional transportation plans and VISION, including the breadth of alternatives and scenarios included in these environmental analyses and the “bookends” of impacts analyzed. Also discussed were the primary tenets for developing the RTP based on the direction from VISION 2050 including the focus of supporting the Regional Growth Strategy with a high-capacity transit network, among other key policies. The breadth of analysis and performance measures that PSRC conducts on the plan, and feedback heard to date from the boards on policy priorities, was also discussed.

In consultation with our attorneys, an Addendum was determined to be applicable for the 2026-2050 RTP, based on the following:

- Per SEPA rules, an Addendum is applicable unless new significant adverse environmental impacts would be expected (see Attachment 1)
- PSRC performs robust analysis, regardless of the level of SEPA documentation, covering transportation, land use, emissions and equity measures (see Attachment 2).
- Based on VISION 2050 direction and board feedback to date on policy priorities, it is not anticipated that the board will move significantly away from the current focus of a high-capacity transit network with supporting local transit service, or move dramatically towards a more car-focused investment portfolio. Further -
  - The diversity of investment scenarios analyzed in the original Transportation 2040 EIS was quite broad - capturing various levels of investment in roads, transit and system efficiencies<sup>1</sup> - and based on the above premise it would not be expected that the next plan would result in new significant adverse impacts.
- A wealth of analysis has been performed on VISION and the RTP over the last two decades. This has included refining and honing the regional vision for growth and transportation, and responding to improved tools, methodologies and metrics

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<sup>1</sup> The [Transportation 2040 EIS](#) analyzed 7 alternatives – a Baseline scenario and 6 action alternatives, based on differing levels of efficiencies and strategic expansions: 1) Emphasize Efficiency of the Existing System; 2) Emphasize Roadway and Transit Capacity Expansion; 3) Toll Revenues Expand Capacity and Improve Efficiency; 4) Combine Traditional Revenues and Tolls to Maximize Efficiency; 5) Reduce Emissions with Limited Highway Investment and a Focus on Regional Tolling; 6) Preferred Alternative [more transit service, more walking and biking facilities, additional passenger ferries, completion of missing links and limited roadway expansion].

(including those related to climate and equity, in particular). The most recent Supplemental EIS was conducted for the 2020 adoption of VISION 2050.

- More specific project-level analyses have and will be conducted by project implementers, such as by WSDOT and Sound Transit.
- Scenario and sensitivity testing is planned to occur as part of the next RTP, to provide the boards a greater level of data and detail to inform their decisions. Each scenario or sensitivity test – which are expected to address various levels and/or types of investments based on financial and policy priority discussions - will include information on system performance outcomes that would generally also be included in the final environmental analysis (see Attachment 2).

However, should the board change direction and pursue a plan alternative that does not fall within the above parameters – i.e., a plan scenario that is outside of anything included in a previous RTP or VISION environmental analysis that might be expected to result in new significant adverse impacts - staff would quickly pivot and conduct a higher level of SEPA documentation. Based on the timing of board scoping decisions and sensitivity analyses as identified in Section 4, we anticipate the latest this decision could occur is spring of 2025. Attachment 1 illustrates the SEPA decision making process.

#### **4. Board Engagement, Plan Schedule and Next Steps**

The TPB has been discussing the pre-development of the next RTP since February 2024. Feedback to date on policy priorities and discussion items have included the continued focus areas of safety, climate and equity; maintenance and preservation; transit and accessibility; ferries; decarbonizing the system; and recognizing the diverse needs and community contexts around the region. The board has also discussed analytical needs for the next plan, such as addressing changes in travel behavior since the pandemic, reevaluating the financial strategy, providing more detailed analyses by county and city and tracking progress over time.

Staff met with the TPB chairs in August to discuss next steps for the remainder of 2024, leading up to adoption of an RTP Scope of Work by December. This included key feedback heard from the boards to date and the prominent issues identified that require further board discussion. The intent of the Scope would be to identify the key direction for staff and the boundaries within which plan development and analysis would occur beginning in 2025. Staff also reviewed with the chairs the discussion with PSRC's SEPA attorneys and the proposed approach moving forward, which would also be included in the RTP Scope in December.

##### ***Plan Schedule and Next Steps***

The TPB will continue discussions on the RTP Scope through the remainder of 2024. The original schedule called for TPB action in December; staff proposes instead to request TPB action on a high level RTP scope in November, followed by Executive Board action at their meeting on December 5<sup>th</sup>.

Subsequent more detailed discussions on the financial strategy assumptions and implications will continue through early 2025, as necessary. Board discussions on the corresponding level of investments, and/or possible changes to types of investments, can be held in the spring and early summer of 2025. This timing will also coincide with board discussions related to the Regional Safety Action Plan and Comprehensive Climate Action Plan and how they may inform final plan investments.

Staff will gather information on the proposed investments requesting entry into the plan in the spring of 2025. These investments – derived from local, transit and state planning processes identifying infrastructure to support local growth plans - will include both Regional Capacity Projects as well as information on programmatic projects and operations, maintenance and preservation, and transit service and operations data.

As a reminder, the plan consistency measures by which every Regional Capacity Project is reviewed are still in place and are being updated to bring up to currency; the Executive Board approved this scope of work in July 2024. Each Regional Capacity Project requesting submission into the plan will be assessed for consistency with adopted regional policies and priorities and this information and a summary of all requests will be provided to the board prior to the modeling stage for board consideration.

Based on board direction, modeling and analysis of the proposed investments – or different scenarios of investments – will occur in the summer of 2025. Performance outcomes and financial impacts will be reviewed with the boards in the fall and further refinements or revisions discussed. Upon final board direction, the draft plan will be developed and released for public comment in the winter of 2025/2026.

	2024				2025												2026					
	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	
Financial Strategy Reevaluation and Scenario Development																						
Project and Investment Submittals for Board Consideration																						
Identification of Draft Plan Alternatives																						
Policy Direction on Draft Plan Elements (incl. Safety & Climate Action Plans)																						
Draft Plan / Alternatives Modeling																						
Review of Modeling Results / Board Discussion and Plan Refinements																						
Draft Plan Public Review Process																						
Board Review of Public Comments / Final Plan Development																						
Transportation Policy Board / Executive Board Recommendation of RTP																						
General Assembly Action / Adoption of RTP																						

## Attachment 1 – SEPA Decision Making Process

*(Excerpted from the WA Department of Ecology [SEPA Handbook](#))*

*An environmental impact statement (EIS) is prepared when the lead agency has determined a proposal is likely to result in significant adverse environmental impacts. If the impacts associated with a new proposal have been adequately evaluated in a previously-issued SEPA or NEPA document, the document can be adopted to satisfy SEPA requirements.*

*SEPA documents do not have arbitrary expiration dates and can be modified — including revised Determinations of Nonsignificance (DNS), EIS Addendums, or Supplemental EIS — to better inform a pending agency decision. Additional analysis in a supplemental EIS or in an addendum can be used to address any portions of the final proposal that lie outside the analysis in the EIS.*

*While a lead agency may adopt all or part of the information and environmental analysis in the adopted documents, they will need to make a new threshold determination, using the following previous SEPA documents:*

Adoption / determination of significance (DS)	Issued when an existing EIS addresses all probable significant adverse environmental impacts and reasonable proposal alternatives.
Adoption / DS and addendum	Follows the same procedure as the adoption / DS, except an addendum adding minor new information is circulated with the adoption notice.
Adoption / DS and Supplemental EIS	Is used when an existing EIS addresses some, but not all, of a new proposal's probable significant adverse environmental impacts. The EIS can be used as the basis for a new supplemental EIS and the adoption notice must be included in the draft and final supplemental EIS.
Adoption / Determination of Nonsignificance	Is used when existing DNS and environmental checklist, NEPA environmental assessment, or documented categorical exclusion is adopted for a new proposal using the combined adoption / DNS template.

## Attachment 2 – SEPA Metrics and PSRC Analyses

SEPA METRICS	PSRC ANALYSES INCLUDED IN RTP
<b>Transportation</b>	
Transit Boardings, per operator & mode	X
Vehicle Miles Traveled (VMT), total and per capita	X
Households near High-Capacity Transit (HCT)	X
Jobs near HCT	X
Travel time and delay	X
Congestion	X
Mode Shares - work and non-work	X
Federal Performance Targets	X
<i>Note: metrics include a variety of geographies and equity populations</i>	X
<b>Land Use, Population, Employment and Housing</b>	
Estimated growth in population/employment	X
Future land use and development patterns	X
<b>Air Quality &amp; Climate Change</b>	
Criteria Pollutant Emissions	X
Greenhouse Gas Emissions	X
Conformity Analysis	X
<b>Environmental Justice</b>	
PSRC Equity analyses, metrics	X
<b>Water Quality and Hydrology</b>	<i>Partial</i>
<b>Energy</b>	<i>Partial</i>
<b>Human Health</b>	X
<b>BROADER SEPA METRICS ADDRESSED PROGRAMMATICALLY, or at Project Level</b>	
Noise	
Visual and Aesthetic Resources	
Ecosystems and Endangered Species Act Issues	
Earth	
Hazardous Materials	
Public Services and Utilities	
Parks and Recreation Resources	
Historic and Cultural Resources	





## Puget Sound Regional Council

November 7, 2024

### **DISCUSSION ITEM**

**To:** Transportation Policy Board

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

**Subject:** **Revisiting Project Selection Policy Issues**

### **IN BRIEF**

The *2024 Policy Framework for PSRC's Federal Funds* was adopted in January 2024 prior to conducting PSRC's project selection process. Leading up to adoption of the *Framework*, two topics were discussed but not adopted for incorporation in the 2024 project selection process – setting a scoring threshold below which projects may not be funded, and restricting the eligibility of projects adding general purpose roadway capacity on limited access facilities into the competitions. Staff was directed to work with the Regional Project Evaluation Committee (RPEC) to further explore these topics and consider options, and report back to the board in the future.

From July through October, RPEC reviewed and discussed detailed data from PSRC's funding processes over the last six years on both topics. At the November 14 meeting, staff will review the data and the RPEC deliberations and recommendations to the board. It is anticipated that the board will review these topics in November and potentially develop a recommendation at their meeting on December 12.

### **DISCUSSION**

In January 2024 when the Board adopted the *2024 Policy Framework for PSRC's Federal Funds*, two topics were identified for further exploration. These were: (1) setting a potential scoring threshold below which projects would not be eligible for funding, and (2) potentially restricting eligibility of projects that increase general purpose vehicle lane capacity on limited access facilities. For each topic, board members felt that additional data and analysis were needed to more thoroughly understand the implications of any potential policy changes. Staff were directed to work with RPEC and bring both topics back to the board with a data-driven exploration after this year's project selection process was completed.

From July through October, RPEC reviewed and discussed detailed data from PSRC's funding processes between 2018-2023 to support evaluation of both topics. Key findings from the data are summarized in Attachment A. In addition to in-depth discussions at the meetings, RPEC members were asked to complete two online surveys: in August they provided input on additional data needed to help inform the committee's continuing deliberation, and in October both RPEC and countywide forum members provided feedback on specific policy questions based on the information presented and discussion to date. For each topic, a summary of the key data is presented below, as well as the RPEC recommendation.

### **Potential Project Scoring Threshold**

PSRC staff reviewed all project scores within each project selection process over the last six years across the five recommending forums – RPEC and the four countywide forums – to identify how often and under what circumstances lower scoring projects may have been funded. Given the distinctions across the forums and processes, the scores from each forum were reviewed independently. To allow for a consistent comparison across the forums, a methodology that identified the mean score and standard deviations from the mean was applied. As illustrated in the example Exhibit 1 chart in Attachment A, lower scores for each competition/forum were noted as those lower than one standard deviation below the mean. All funded projects with scores that met this definition were identified as having a lower score and were further reviewed. Additional exhibits in Attachment A, which represent a sampling of the total data reviewed by RPEC, illustrate the following:

- Eight percent of the projects awarded PSRC funding over the last six years had a lower score as defined above. Of those projects, approximately one-third were awarded as part of a supplemental funding process when immediately ready to go projects were sought to achieve an annual delivery target.
- Of the lower-scoring projects that received funding, over half are projects meeting PSRC's preservation or nonmotorized set-asides or FHWA's required rural minimum.

In addition to reviewing the overall data, RPEC considered options for potential scoring thresholds, including (1) potentially restricting only very low scoring projects [e.g., lower than two standard deviations below the mean], (2) potentially applying a threshold only to supplemental funding decisions, or (3) potentially applying a threshold only to funding requests for preliminary engineering/design phases.

RPEC thoroughly reviewed and discussed the data and options and ultimately recommended no policy change related to potential scoring thresholds. This recommendation was based on the following conclusions:

- Existing policies, criteria and recommendation processes are working and relatively few low scoring projects are being funded.
- Awards to lower scoring projects in project selection processes have primarily been under the set-aside categories.
- The application of a scoring threshold may add complications out of proportion to the potential benefit, for example, undermining efforts to meet the set-asides.

Further, the recent revisions to the adopted Project Tracking policies reordered the steps by which funding is distributed when supplement funding is required to meet the annual delivery target. Before seeking immediately ready to go projects, funding is now distributed to increase the federal share of previously awarded projects. These revisions are expected to mitigate potential awards to lower scoring projects during future supplemental funding processes.

### **Potential Restriction of Projects Adding General Purpose Roadway Capacity on Limited Access Highways**

The board discussion on this topic was focused on prohibiting projects into the competition that added general purpose roadway capacity on limited access state highways. For a more comprehensive review, PSRC staff compiled information on all projects adding general purpose roadway capacity that have requested and/or been awarded PSRC funding between 2018-2022. The example exhibits in Attachment A illustrate the following:

- On average, approximately 14% of all projects requesting funding have included a general purpose roadway capacity component. A slightly lower proportion of these projects (12%) were awarded funding.
- The majority of these projects are on principal arterials.
- In total, funded projects within this time period added 52 lane miles to the regional roadway network (less than 0.1% of the total regional network).
- These projects include many other scope elements, such as pedestrian facilities, bicycle facilities, lighting, and intersection, stormwater, transit and freight improvements.
- The most common purposes for inclusion of the general purpose roadway capacity element included addressing congestion, breaking up a superblock, improving the freight system, and completing a gap in the network.

RPEC thoroughly reviewed and discussed the data and ultimately recommended no policy change related to restricting the eligibility of projects including general purpose roadway capacity. This recommendation was based on the following conclusions:

- Existing policies, criteria and recommendation processes are working and a modest number of projects adding general purpose roadway capacity are being funded.
- Projects that have been funded have received competitive scores due to the provision of multiple outcomes consistent with the adopted criteria.

- The application of this eligibility restriction may add complications out of proportion to the potential benefit. For example, the transportation system is complex and interconnected, and broadly limiting this one type of improvement could impede projects that would benefit multiple modes.

RPEC also considered whether to include additional questions on the funding applications for projects adding general purpose roadway capacity that would highlight the underlying reasons for the capacity. Ultimately this was not supported because it was felt that the current applications and the adopted criteria adequately address project scope elements and potential outcomes, and that applications are already quite lengthy and complex.

Staff will summarize the data and the RPEC discussions at the November 14 Transportation Policy Board meeting. Further discussion and a potential action will occur at the December 12 meeting.

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

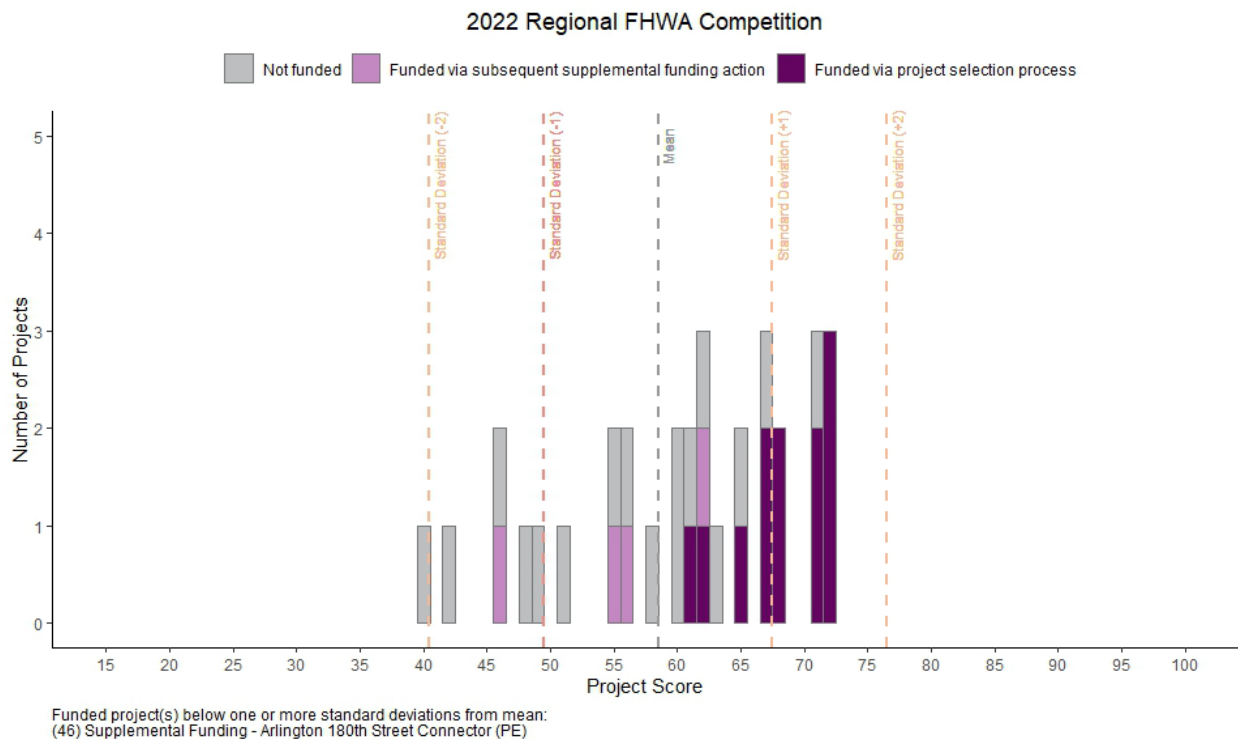
## **ATTACHMENTS**

- A. Data to Support 2024 Project Selection Policy Issues

# ATTACHMENT A: Data to Support 2024 Project Selection Policy Issues

## Data to Support Discussion of Potential Scoring Threshold

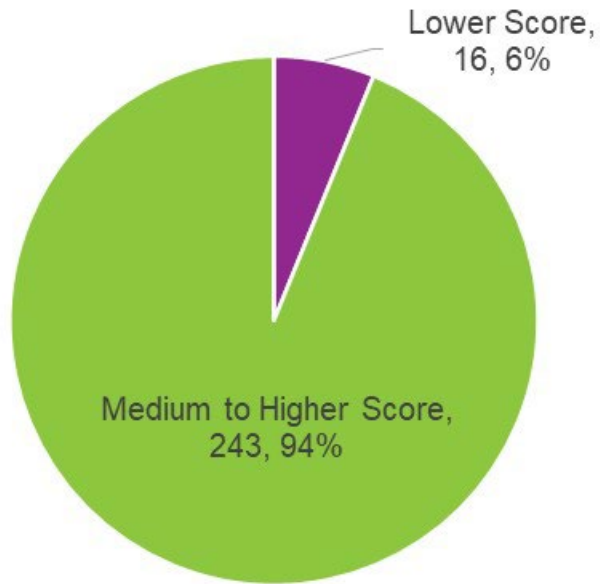
### Exhibit 1 Example of Compiled Scoring Data



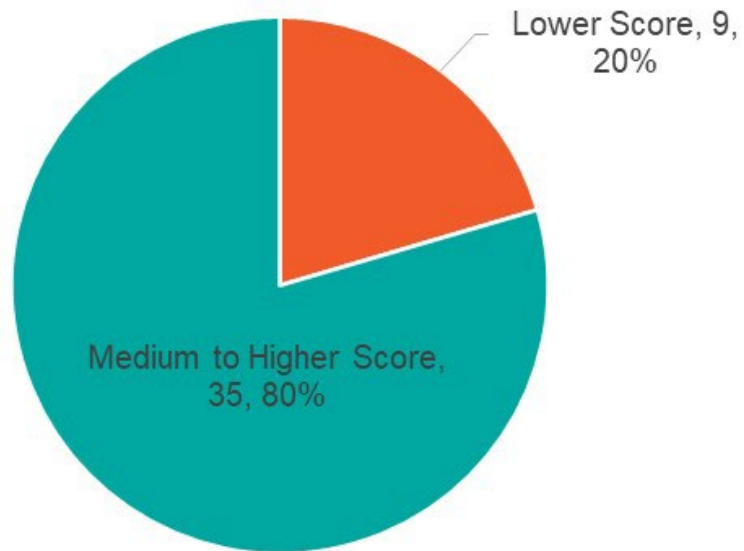
NOTE: Scoring data were compiled for each of the five forums (regional plus four countywide) for each of the 2018, 2020, and 2022 competitions. The full 15 charts can be found [on the PSRC website](#).

**Exhibit 2**  
**Proportion of Projects with Lower Scores (2018-2023)**

Of 259 projects awarded during a Project Selection process...

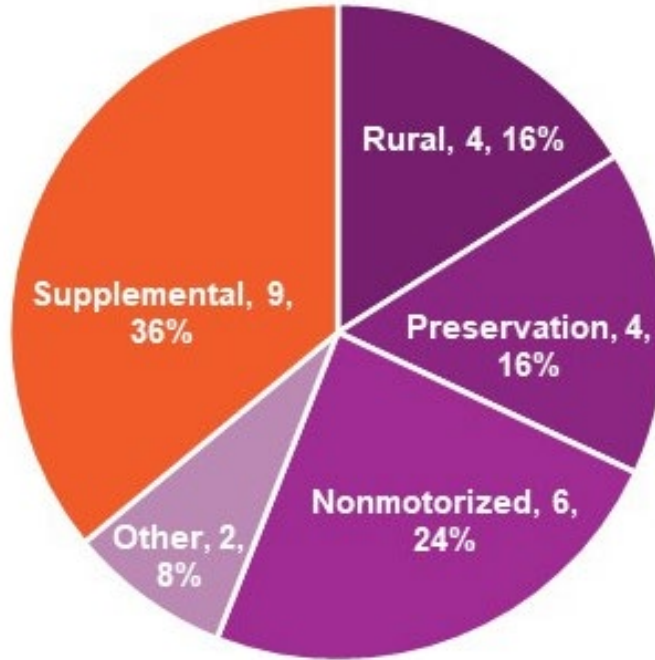


Of 44 projects awarded supplemental funding (immediately-ready-to-go)...



**Exhibit 3**  
**Funding Program of Projects with Lower Scores (2018-2023)**

Of the 25 lower scoring projects that received funding...



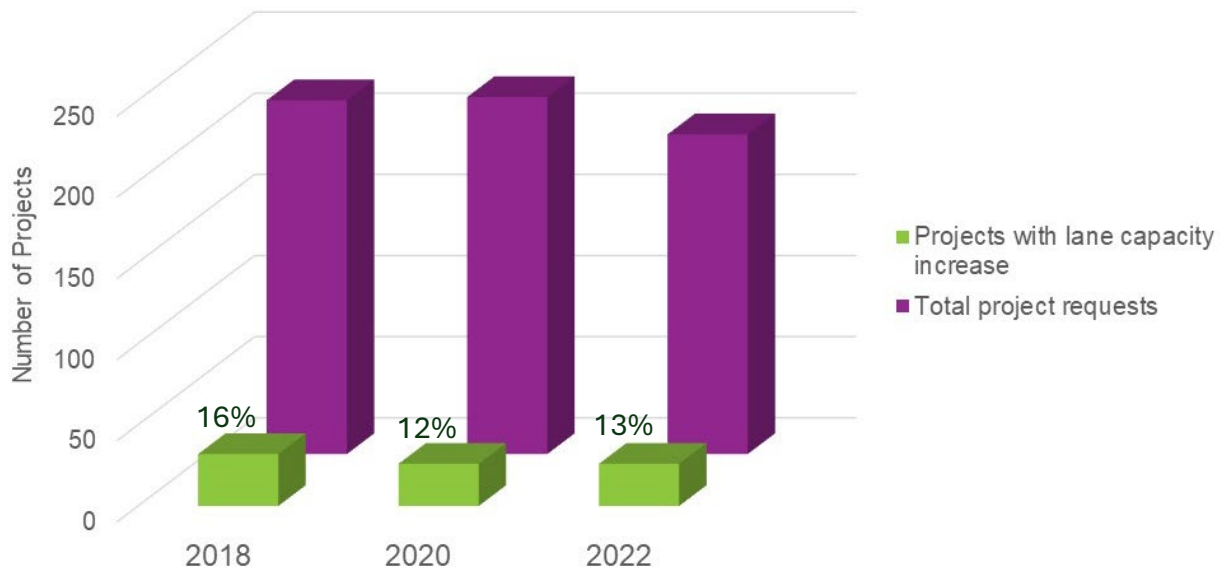
*\*Note, both "Other" projects were funded through King Countywide's "Small Cities" program*

**Data to Support General Purpose (GP) Roadway Capacity Project Discussion**

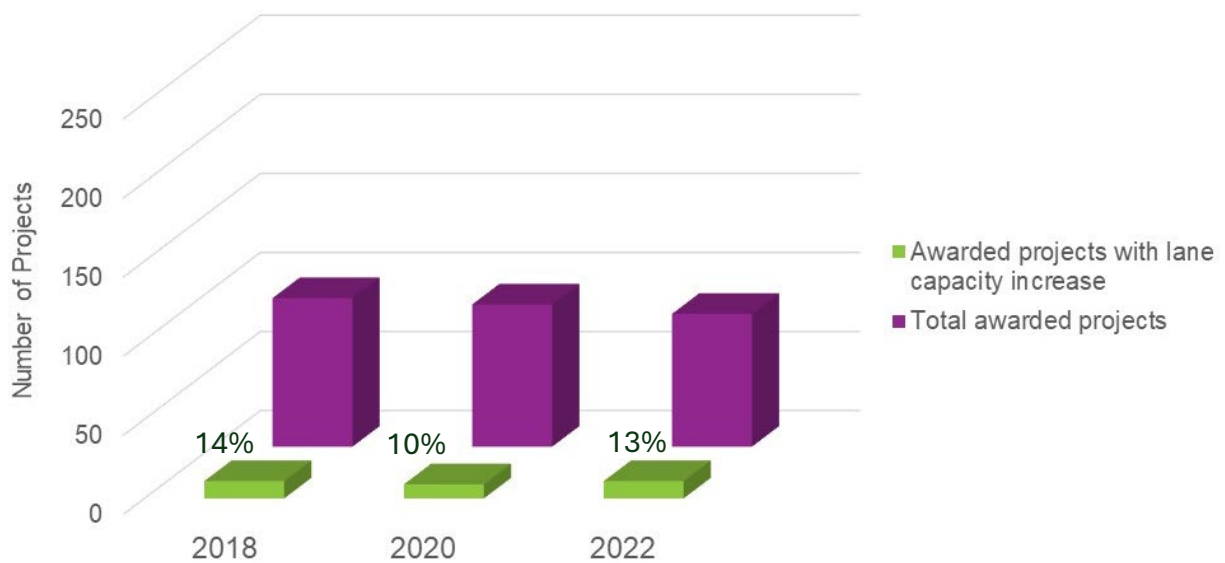
**Exhibit 4**

**Proportion of Projects with GP Capacity Element in PSRC Funding Competitions**

**Requested Projects**



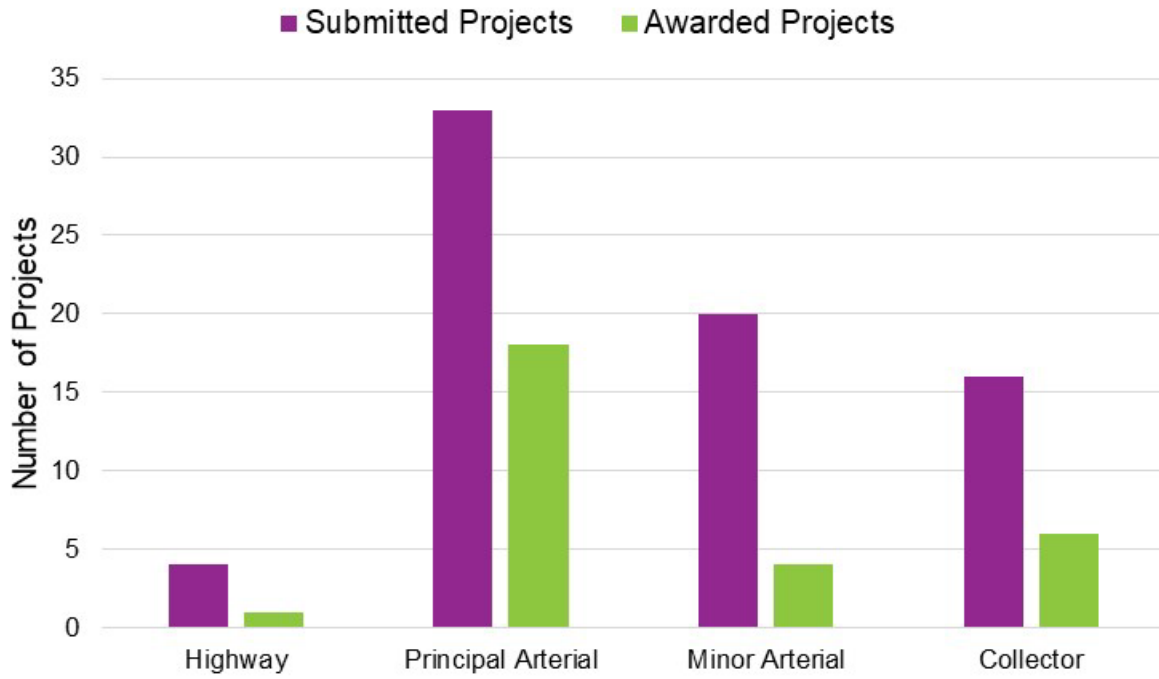
**Awarded Projects**



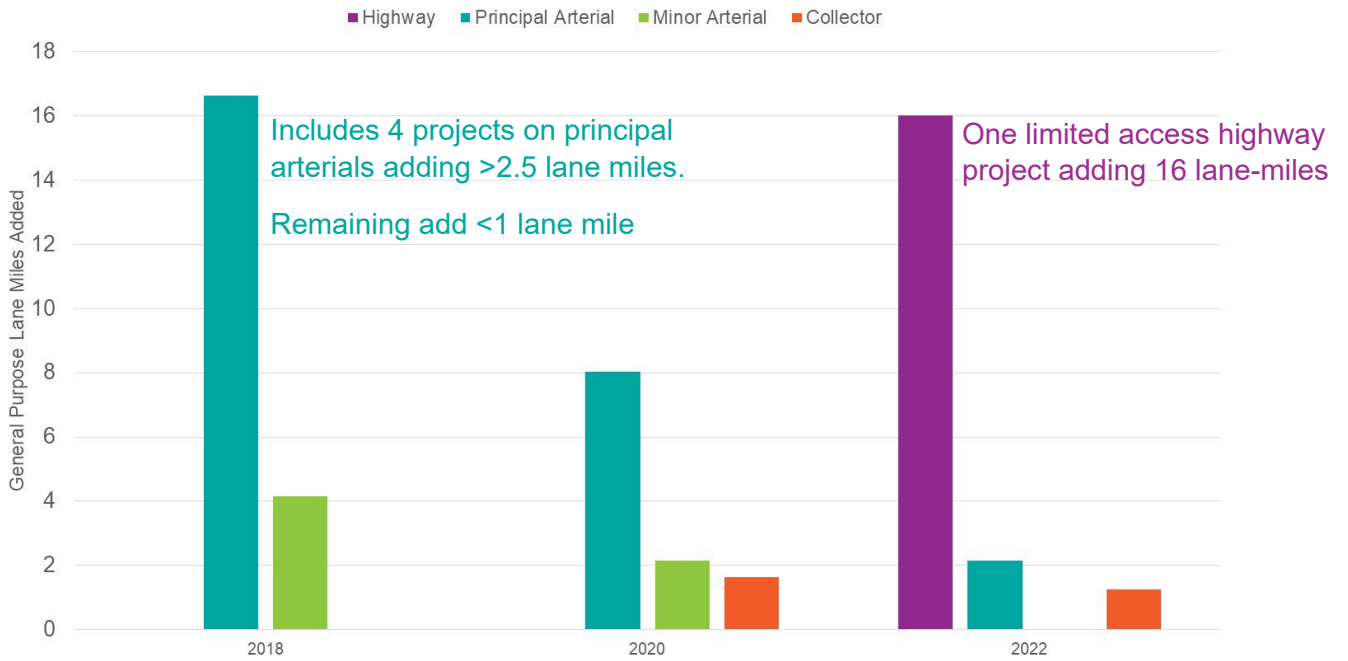
Total awarded project with GP roadway capacity element = 31 of 268 awards (12%), 2018 – 2022



**Exhibit 5**  
**Projects with GP Roadway Capacity Element**  
**Functional Classification of Roadway Locations**



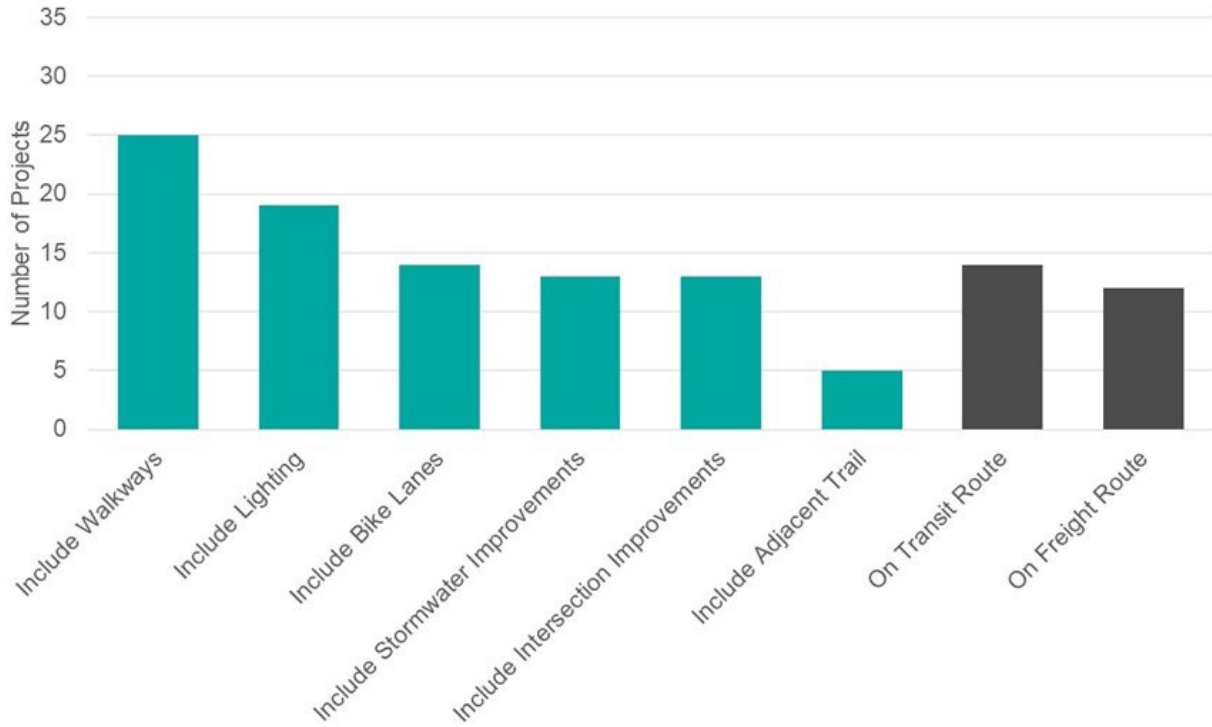
### Exhibit 6 Awarded Projects with GP Roadway Capacity Element (2018-2022) Lane-miles Added



~52 lanes-miles added in total

**Exhibit 7**  
**Awarded Projects with GP Roadway Capacity Element (2018-2022)**  
**Additional Project Outcomes**

Of 31 awarded projects, scope also includes...



\*Note, this is not an exhaustive list of all scope elements included in these projects

### Exhibit 8 Awarded Projects with GP Roadway Capacity Element (2018-2022) Issues Addressed by Adding GP Capacity





## Puget Sound Regional Council

November 7, 2024

### **DISCUSSION ITEM**

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

### **IN BRIEF**

In preparation for the development of the next long-range Regional Transportation Plan (RTP) to be adopted in May 2026, the Transportation Policy Board has been reviewing the RTP financial strategy, including assumptions, forecasts and potential sources of new revenues included in the plan. In particular, the board has been asked to provide feedback on the feasibility of new potential revenue sources to be assumed in the next plan.

Discussions on the financial strategy will continue over the next several months, and staff will be conducting sensitivity testing to support these discussions. Additional information and preliminary sensitivity tests will be provided at the November 14 meeting. The meeting will be extended to offer board members additional time to ask more detailed technical and background questions of PSRC staff.

### **DISCUSSION**

Since February, the board has been discussing various aspects of the current RTP and identifying priorities for development of the next plan. Details of the investments contained in the current plan have been reviewed, as well as the resulting performance of the regional transportation system. Information on the RTP financial strategy has also been provided, including assumptions around current law revenues and new revenue sources needed to fully fund the investments and operations contained in the plan.

Between June and October, the board was provided more detailed information on the RTP financial strategy, including federal and state requirements, current revenue sources and forecast assumptions, new funding sources and their revenue potential and

overall revenue and system performance impacts. Preliminary feedback has been sought on the types and feasibility of the current list of potential new revenue sources and scenarios staff should analyze to identify tradeoffs and impacts from the next financial strategy. For reference, [Appendix J](#) of the current RTP provides more background information on the plan's financial strategy.

At the meeting on November 14, staff will provide a summary of feedback provided to date and initial thinking on the new revenue sources under consideration for the next plan. In addition, preliminary analysis of various financial sensitivity tests will be provided, including different assumptions of a road usage charge, the impact of greater percentages of zero emission vehicles and indexing various fees and taxes. Board feedback will be requested to refine the potential new revenue sources to carry forward into the next plan and additional sensitivity testing to be conducted in the coming months.

The meeting will be extended to 12:00 p.m. to allow board members additional time to dive deeper with PSRC staff into background assumptions and calculations within the financial strategy, ask more detailed technical questions, etc.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206-971-3601, or Craig Helmann, Director of Data, at [chelmann@psrc.org](mailto:chelmann@psrc.org) or 206-389-2889.

# PSRC Transportation Work Program - Draft Progress Reporting

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

Status	
<span style="color: purple;">■</span>	Preparing
<span style="color: teal;">■</span>	In Progress
<span style="color: orange;">■</span>	Complete
<span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span>	Tentative

Project	Status to-date
<b>Regional Transportation Plan</b>	
Alignment of RTP and Funding Cycles	TBD - pending further board discussions
Update RTP Project Plan Consistency Framework	Consultant contract in progress; work expected to be complete by March 2025
Board work group to determine 2026 RTP scope of work	RTP Steering Committee, February-September 2024; board action November / December 2024
TPB direction on scope of work for 2026 RTP	February through December 2024
RTP development	Q2 2024-Q2 2026
Financial Strategy Refinement	Board discussions Q2 2024 - Q2 2025
<b>PSRC Funding</b>	
Policy Framework for PSRC's Federal Funds	Board adopted January 2024
FHWA Project Selection: Board Action	Board action July 2024
FTA Funding Methodology Process Discussion	Completed with board action in March 2023
FTA Project Selection / Equity Formula Distribution	Complete
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	Complete, released for public comment September 2024
Conduct Equity Analysis of draft 2025-2028 TIP	Complete, included in Draft released for public comment
Release of 2025-2028 TIP for Public Comment	Complete
Board Action on 2025-2028 TIP	October 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	Complete
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
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 December 2025
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, 2023
Develop Scope of Regional Safety Plan	Complete; board review September 2023
Develop Regional Safety Plan	Technical and engagement consultants under contract; work to commence through Q1-Q2 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	Briefing February 2024 and annually thereafter
<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 and improvements	In Progress, Q1-Q4 2024
Equity, EJ analysis methodology improvements	Q3-Q4 2024
<b>RTP Financial Strategy</b>	
Collaborate with Partners on Implementation Steps	TBD - pending further board discussions