



Puget Sound Regional Council

Regional Staff Committee | Remote Only

Date: Thursday, November 21, 2024 from 9:30-11:30 am

- 1. Welcome and Introductions (9:30)** – *Andrea Spencer, City of Bremerton*
- 2. Reports (9:35)**
 - a. Meeting Summary for September 19, 2024*
 - b. PSRC Announcements and Updates
- 3. Discussion Item (9:45)**
 - a. SEA Sustainable Airport Master Plan Near-Term Projects* – *Clare Gallagher & Dave Kaplan, Port of Seattle*
- 4. Discussion Item (10:00)**
 - a. 2024 Housing Monitoring Update: The State of the Region's Housing* – *Eric Clute & David Dixon, PSRC*
- 5. Discussion Item (10:30)**
 - a. Regional Transportation Plan Scope Update* – *Gil Cerise, PSRC*
- 6. Discussion Item (11:00)**
 - a. Highlights from 2023 Household Travel Survey* – *Brian Lee & Suzanne Childress, PSRC*
- 7. Information Item**
 - a. Regional Safety Plan Update
- 8. Next Meeting: January 16, 2025 – No December Meeting**
- 9. Adjourn (11:30)**

*Supporting materials attached.

Zoom Remote Connection Details

- To join via a smart device or web browser, go to <https://psrc-org.zoom.us/j/81744139798?pwd=5qD2KUXXuFIUoxn0UXtTr3bpbbqf9u.1> and enter Meeting ID: 817 4413 9798 and Passcode: 334106.
- To join by phone, call 877 853 5257 US Toll-free or 888 475 4499 US Toll-free and enter Meeting ID: 817 4413 9798 and Passcode: 334106.

- 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

Regional Staff Committee Meeting Summary

Date: September 19, 2024

Location: Hybrid Meeting

Presentations from the meeting are available on the PSRC website:

<https://www.psrc.org/rsc-meetings>.

Audio recording of the meeting is available by request.

Introductions and Announcements

Jason Sullivan, Co-Chair, called the meeting to order at 9:30 am. Participants were asked to view the meeting attendance on the “chat” feature on Zoom, and phone-in participants were asked to identify themselves verbally. Members attending in person were instructed to use their table tent to identify themselves.

Reports

Ben Bakkenta, Director of Regional Planning, welcomed committee members and provided short updates on upcoming policy and Executive Board meetings and reviewed the status of ongoing projects in the work program.

He shared that a tour of the PSRC office, and a networking lunch, would follow the meeting for those attending in person.

Ben announced that PSRC will receive the Governor’s Smart Communities Award for work cocreated with the Equity Advisory Committee (EAC) on the transportation funding Equity Pilot. The Washington State Department of Commerce will present the award on behalf of Governor Inslee at PSRC Executive Board meeting in October.

Then, he shared that PSRC recently launched an [Engagement Hub](#) to create a space for community members to learn about the development of the Regional Safety Action Plan, and to hear from the community about priorities, needs and concerns about how PSRC can improve traffic safety across the region. As part of this engagement work, PSRC will be hosting Public Safety Meetings in each of the counties to directly engage with community members.

- The Kitsap County public meeting was held Wednesday, September 18, from 5:00 - 7:30 p.m. at the Kitsap Filipino-American Association in Bremerton.
- The Pierce County public meeting will be Tuesday, September 24, from 5:00 - 7:30 p.m. at the Tacoma Art Museum.

- The King County public meeting will be held Thursday, September 26, from 5:00 - 7:30 p.m. at El Centro de la Raza on Beacon Hill.
- The Snohomish County public meeting will be on Tuesday, October 1, from 5:00 - 7:30 p.m. at Everett Station.

Next, Ben shared that PSRC will be hosting two webinars in the fall as part of the Regional TOD Advisory Committee's work.

- "[Planning for People and Amenities in Transit-Oriented Communities](#)," scheduled for September 27, will explore how to build a sense of place and community which are critical aspects of developing successful transit-oriented neighborhoods.
- "[Preventing Commercial Displacement Near Transit](#)," will examine strategies to support small and locally-owned businesses that face risk of displacement as communities grow and change.

Registration for both these webinars is now open, and one AICP CM credit will be available for those who participate live via Zoom.

Lastly, Ben reminded members that this year's APA Washington Chapter annual conference will be held in Bellevue, October 16-18, 2024. As many RSC members and PSRC staff will be attending the conference, and in consultation with the RSC Co-chairs, the October 17 Regional Staff Committee meeting is canceled.

Discussion: PSRC's Project Selection Process and Draft 2025-2028 Regional Transportation Improvement Program (TIP)

The Draft 2025-2028 Regional Transportation Improvement Program (TIP) will be released for public review and comment by the Transportation Policy Board on September 12, 2024. The draft TIP includes the projects approved by the Executive Board in July to receive PSRC's 2027-2028 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds as part of the 2024 project selection process, as well as projects with local, state and other federal funds expected to be utilized between 2025 and 2028. The draft TIP document also includes a positive air quality conformity finding, background on the project selection process, an equity analysis and additional information. Kelly McGourty, Director of Transportation Planning, briefed committee members on this work.

You can view the presentation [here](#).

For more information, contact Kelly McGourty, Director of Transportation Planning, at kmcgourty@psrc.org.

Discussion: Regional Transportation Plan (2026-2050): Level Setting

Over the past several months, the Transportation Policy Board has been discussing priorities and key themes for developing the next long-range Regional Transportation Plan (RTP), to be adopted in May 2026. Craig Helmann, Director of Data, provided

information and trends on key inputs and assumptions in the current plan, to set the stage for development of the next RTP.

You can view the presentation [here](#).

For more information, contact Craig Helmann, Director of Data, at chelmann@psrc.org.

Discussion: PSRC 2024 Recommendations to the State Legislature

PSRC staff have begun work to support the adoption of recommendations to the Washington State Legislature in advance of the 2025 legislative session. Robin Koskey, Director of Government Relations and Communications, briefed the Regional Staff Committee on the process to adopt legislative priorities and seek feedback on potential legislative policy items.

You can view the presentation [here](#).

For more information, contact Robin Koskey, Director of Government Relations and Communications, at rkoskey@psrc.org.

Discussion: 2024 Comprehensive Plan Review and Member “Round the Table” on Local Plan Updates

Liz Underwood-Bultmann, Principal Planner, briefed the committee on progress to review draft comprehensive plans ahead of the December 2024 deadline and certify plans in 2025. Committee members were asked to share updates from their local comprehensive plan development process.

You can view the presentation [here](#).

For more information, contact Liz Underwood-Bultmann, Principal Planner, at lunderwood-bultmann@psrc.org.

Adjourn

The meeting adjourned at 11:15 am.

Members and Alternates Represented at the Table

See attached attendance roster.

PSRC Staff and Other Guests Present

Mikayla Svob, PSRC
 Brian Lee, PSRC
 Kelly McGourty, PSRC
 Robin Koskey, PSRC
 Liz Underwood-Bultmann, PSRC
 Nancy Buonanno Grennan, PSRC
 Paul Inghram, PSRC
 Craig Helmann, PSRC

Josh Brown, PSRC
Jason Thibedeau, PSRC
Grant Gibson, PSRC
Bekah Osterhaus, Pierce County
Pauline Mogilevsky, Kitsap Regional Coordinating Council
Alicia Armentrout, PSRC
Noah Boggess, PSRC
Kathryn Johnson, PSRC
Gil Cerise, PSRC

ATTACHMENT:

A. RSC Member Attendance for the September 19, 2024, Meeting

PSRC Regional Staff Committee - Attendance Roster

2.a

Jurisdiction	Member	Jurisdiction	Member
King County	2 Ivan Miller, King County Executive Office	R	Federal, Regional, State, Tribal & Other Agencies
	McCaella Daffern, King County		FHWA 1 Matthew Pahs, Community Planner
	Rebecca Maskin, Demographer Alt		Vacant Alt
	Valerie Kendall, King County Alt		FTA 1 Ned Conroy, Community Planner
At-Large	2 Arun Sambataro, Equity/Social Justice, Co-Chair	R	Danielle Casey Alt
	Kwame Simmons, Policy Advisor Alt		Health 1 Cristina Ciupitu-Plath, Snohomish County
	Dan Cardwell, Local Services/Utilities, King Co		Richard Gelb, King County Alt 1
	Susan McLain, Local Services/Subarea Planning Alt		Jennifer Halverson Kuehn, Tacoma/Pierce Health Alt 2
Transit	1 Peter Heffernan, King Co Metro Gov. Relations		Ports 1 Geri Poor, Port of Seattle, Gov. Affairs
	Chris Arkills, King Co Metro Gov. Relations Alt		Deirdre Wilson, Northwest Seaport Alliance Alt
Economic Dev.	1 Amie Danielewicz, King Co Exec Office Alt	R	PSCAA 1 Jennifer Keene, Program Director
	Jesse Reynolds, Local Services/Econ Dev Alt		1 Kathy Strange, Air Quality Programs Alt
Seattle	2 Michael Hubner, OPCD		Puget Sound 1 Larry Epstein, Deputy Director
	Jonathan Lewis, SDOT		Partnership
	Patrice Carroll, OPCD Alt		Sound Transit 1 Alex Krieg, Planning & Innovation
	Joanna Valencia, SDOT Alt		Vacant Alt
Bellevue	1 Thara Johnson, Planning Manager, Comm Dev		Tribal 1 Vacant
	Lacey Jane Wolfe, Alt		Representatives
	Laura Benjamin-LaPitz, Alt		US EPA 1 Susan Sturges
Cities/Towns	3 Diana Hart, City of Kirkland	R	Erik Peterson Alt
	Jeff Churchill, City of Redmond	R	US HUD 1 Gary Gant, Director
	Brian Davis, City of Federal Way		Vacant Alt
	Minnie Dhaliwal, City of Issaquah Alt		WA Dept. of 1 Chris Green
	Vacant Alt		Commerce Marie Davis
	Vacant Alt		WSDOT 1 Matthew Kenna, WSDOT
Kitsap County	1 Eric Baker, Policy		April Delchamps, WSDOT Alt
	Jeff Rimack, Alt		PSRC Committees
At-Large	1 Heather Wright, Planning Director		PSRC Co-Chair 1 Ben Bakkenta, Director of Regional Planning
	Patty Charnas, Bainbridge Island Alt		BPAC 1 Vacant
Transit	1 Edward Coviello, Kitsap Transit		Vacant
	Vacant Alt		FAC 1 Geri Poor, Port of Seattle, Gov. Affairs
Economic Dev.	1 Joe Morrison, KEDA		Vacant Alt
	Vacant Alt		RPEC 1 Doug McCormick, RPEC Chair
Bremerton	1 Andrea Spencer, Community Dev, Co-Chair	R	Shane Weber, RPEC Vice Chair
	Garrett Jackson, Planning Manager, Alt		CMAC 1 Susan Carter, CMAC Chair
Cities/Towns	1 Nick Bond, Comm Development, Port Orchard	1	Vacant Alt
	Patty Charnas, Bainbridge Island Alt		TDM 1 Jennifer Hass, Community Transit
Pierce County	1 Lauren Flemister, Assistant Director		Sarah Spicer, City of Seattle, Alt
	Mike Galizio, Transportation Planning Supervisor, Alt	1	R = Remote attendance
At-Large	2 Tiffany Speir, Lakewood, Planning	R	
	Jason Sullivan, Bonney Lake, Planning, Co-Chair		
	Ryan Windish, Sumner, Alt		
	Angelie Stahlnecker, Milton, Alt		
Transit	1 Vacant		
	Darin Stavish, Pierce Transit, Alt		
Economic Dev	1 Rob Allen, Economic Development	R	
	Vacant Alt		
Tacoma	1 Peter Huffman, Planning & Dev Svcs		
	Vacant		
Cities/Towns	1 Kendall Wals, Puyallup	R	
	Chris Larson, Fife, Alt	R	
Snohomish County	1 Mike McCrary, PDS Director	1	
	David Killingstad, Planning & Development		
At-Large	2 Kelly Snyder, Director, Co-Chair	R	
	Ken Klein, Executive Director		
	Jay Larson, Public Works Supervisor, Alt		
	Joshua Dugan, Exec Operations Officer, Alt		
Transit	1 Melissa Cauley, Community Transit		
	Melinda Adams, Everett Transit Alt		
Economic Dev	1 Neepaporn Bounjaktha, Economic Dev		
	Vacant Alt		
Everett	1 Yorik Stevens-Wajda, Planning Director	1	
	Alice Ann Wetzel, Long Range Planning Mgr	1	
Cities/Towns	1 Russ Wright, Lake Stevens, Comm Dev. Director	R	
	Vacant Alt		
Total Members	47	Attended	25



Puget Sound Regional Council

November 21, 2024

DISCUSSION ITEM

To: Regional Staff Committee
From: Ben Bakkenta, Director of Regional Planning
Subject: **SEA Sustainable Airport Master Plan Near-Term Projects**

IN BRIEF

At the November meeting, Clare Gallagher and Dave Kaplan, with the Port of Seattle, will brief the committee on the draft National Environmental Policy Act Environmental Assessment for the Sustainable Airport Master Plan (SAMP) Near-Term Projects at Seattle-Tacoma International Airport (Sea-Tac).

BOARD CALENDAR

This item is intended as information for Regional Staff Committee members and is not scheduled for a PSRC board presentation or discussion.

DISCUSSION

The Puget Sound region is expected to grow by another one million people by 2035. The Sustainable Airport Master Plan is the blueprint for Seattle-Tacoma International Airport development, guiding the strategic design and development to meet future forecasted demand.

The SAMP includes Near-Term Projects for Sea-Tac that are planned for construction, and also includes a Long-Term Vision for Sea-Tac which includes projects that are not ripe for environmental review as they require further study and are not reasonably foreseeable.

The Port and Federal Aviation Administration are conducting an extensive study about potential environmental impacts of SAMP projects, in compliance with the National Environmental Protection Act, which requires public involvement. The draft

Environmental Assessment (EA) has been released for a comment period which ends on December 13, 2024. The document is available for [public review online](#).

For additional information, please contact Ben Bakkenta, Director of Regional Planning, at bbakkenta@psrc.org.



Puget Sound Regional Council

November 21, 2024

DISCUSSION ITEM

To: Regional Staff Committee
From: Paul Inghram, Director of Growth Management
Subject: **2024 Housing Monitoring Update: The State of the Region's Housing**

IN BRIEF

At the November Regional Staff Committee meeting, staff will provide an overview of the Regional Housing Strategy monitoring for 2024, including data and analysis on how the strategy is being implemented. The board will be asked for feedback on how this data can help inform the implementation of 2024 comprehensive plan updates, meet new state requirements, and support future monitoring of the Regional Housing Strategy.

BOARD CALENDAR

The 2024 Housing Monitoring Update was first presented to the Growth Management Policy Board in early November and will head to the Executive Board in early 2025.

DISCUSSION

The [Regional Housing Strategy](#) is a playbook of regional and local actions to preserve, improve and expand housing stock in the region. The aim is to make a range of affordable, accessible, healthy and safe housing choices available to every resident and to promote fair and equal access to housing for all people.

The strategy calls for PSRC to track performance and outcomes over time and identify challenges or barriers in consultation with jurisdictions and other stakeholders. Performance measures support the housing goal in VISION 2050 to meet the region's housing and affordability needs. PSRC has provided an update of housing data each fall since 2022 following the adoption of the Regional Housing Strategy.

The 2024 update shows that residents continue to struggle to access housing that is within their budget. The cost of ownership housing has risen at a higher rate than rental costs, though renters continue to be cost-burdened, particularly renters of color. Data show that the region has been catching up on building enough housing to support population growth, though multifamily permitting has been declining since the fourth quarter of 2021, likely in response to elevated interest rates.

Recent changes to state law requiring jurisdictions to more explicitly address housing in their 2024 comprehensive plans are coming into effect. Cities and counties have worked through their comprehensive plan updates to add additional land use capacity to meet housing needs, proactively plan for all income segments and evaluate barriers to affordable housing in their 2024 updates. Adoption and implementation of these changes at the local level will be crucial to meeting the housing goals set in the Regional Housing Strategy.

NEXT STEPS

As stated in the Regional Housing Strategy, PSRC will provide an annual update on housing data monitoring efforts to the board. Looking ahead, some data measures may be updated more or less frequently based on data availability.

For additional information, please contact Eric Clute, Associate Planner, at eclute@psrc.org or David Dixon, Associate Planner, at ddixon@psrc.org.

ATTACHMENTS

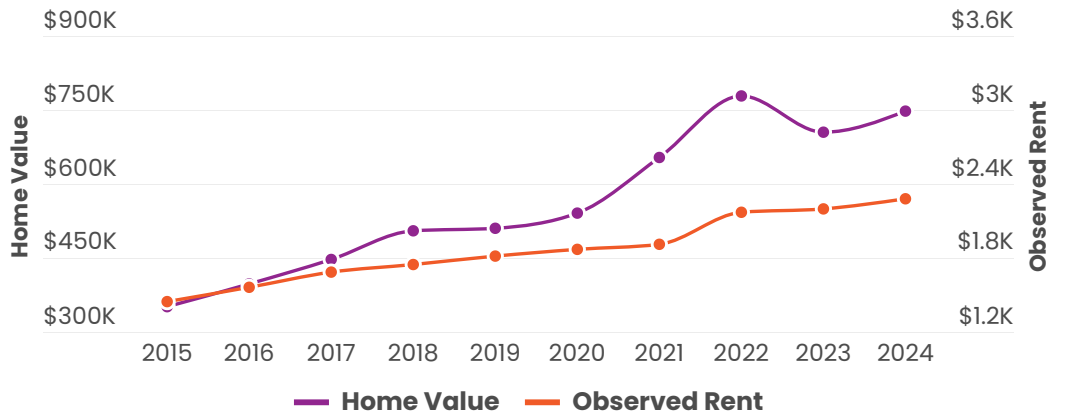
- A. 2024 Housing Monitoring Update Poster

As part of the Regional Housing Strategy, PSRC continues to monitor changes in the housing landscape. PSRC will measure progress our member jurisdictions are making while they plan for more growth, finalize comprehensive plans, and update development regulations to promote more housing.

Housing Affordability

- ▶ Between high home prices and mortgage rates, purchasing a home is more expensive than ever
- ▶ In 2023, a household needed to earn at least \$167,000 per year to afford the median priced home
- ▶ Renter cost burden continues to worsen among low and even moderate-income households. Racial disparities continue to persist

Change in Home Values and Rents

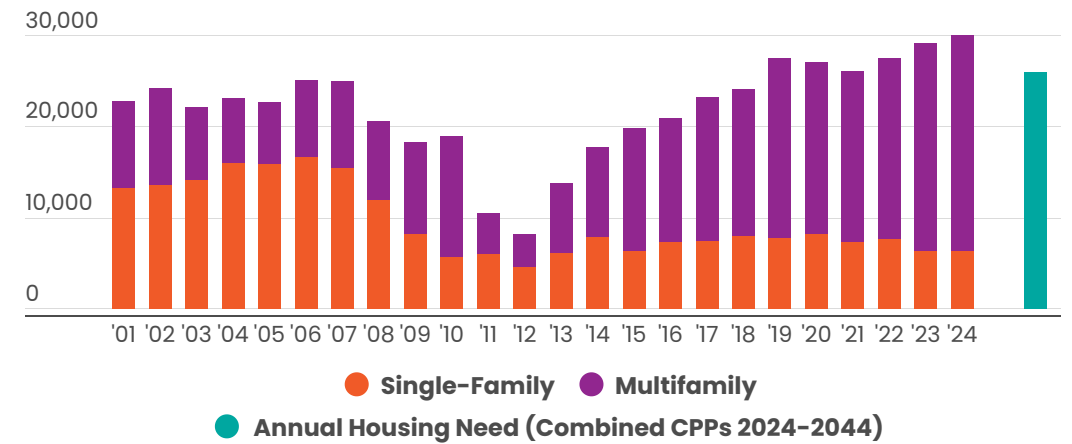


Source: Zillow, Zillow Home Value Index (ZHVI) and Zillow Observed Rent Index (ZORI). Values are from June of each year, with the exception of 2020, which is from May.

Housing Development

- ▶ The region has begun to address the housing shortage that developed over the last 15 years, but more is sorely needed
- ▶ Unfortunately, looking upstream, permitted multifamily units are on the decline
- ▶ 5000+ units of income-restricted units were constructed in 2022, a new high for the region

Annual Housing Production by Type

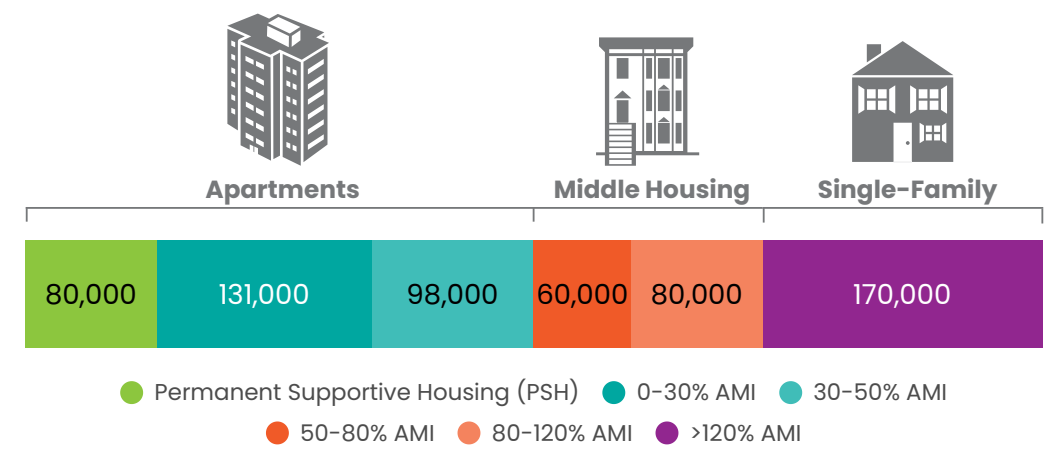


Source: PSRC calculations using: OFM, Postcensal Housing Unit Estimates 2000-2024, Intercensal Housing Estimates 2000-2020; 2000 Decennial Census, Table H30. Units in Structure

Planning for New Housing

- ▶ Good news is on the horizon! Jurisdictions are updating their comprehensive plans and development regulations to accommodate more housing
- ▶ In total, the region will need to accommodate 620,000 new units and 77,000 new shelter beds by 2044

Regional Housing Needs by Income Band



Source: Countywide Planning Policies: King, Kitsap, Pierce, Snohomish

What's Next?

- PSRC has resources to help jurisdictions identify and implement housing tools:

• [Housing Innovations Program \(HIP\)](#)



• [Housing Opportunities by Place \(HOP\)](#)



- PSRC will survey city staff for the [Housing Incentives and Tools Survey \(HITS\)](#) in 2025





Puget Sound Regional Council

November 21, 2024

DISCUSSION ITEM

To: Regional Staff Committee
From: Gil Cerise, Program Manager
Subject: **Regional Transportation Plan Scope Update**

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 November 21, PSRC staff will provide the Regional Staff Committee with a briefing on board discussions to-date, including TPB action at its November meeting on the scope of work for the RTP 2026-2050.

BOARD CALENDAR

The Executive Board will be asked to take action to approve the Regional Transportation Plan (2026 – 2050) Scope of Work at their meeting on December 5, 2024.

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. The Regional Staff Committee received briefings

and provided feedback on this work at its April and September meetings.

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 presented to the board 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.

This memo is prepared in advance of the TPB action on the scope of work. PSRC staff will provide an update to the committee based upon final TPB action.

NEXT STEPS

PSRC will seek final approval of the scope of work recommended by the TPB at the Executive Board meeting on December 5. The scope of work will inform PSRC's work throughout 2025 to develop a draft Regional Transportation Plan. PSRC will continue to engage the board, committees, and the public throughout this process.

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

ATTACHMENTS

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



Attachment A: 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 efficiencies¹ - 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

¹ 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 5th.

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
Transportation	
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
Land Use, Population, Employment and Housing	
Estimated growth in population/employment	X
Future land use and development patterns	X
Air Quality & Climate Change	
Criteria Pollutant Emissions	X
Greenhouse Gas Emissions	X
Conformity Analysis	X
Environmental Justice	
PSRC Equity analyses, metrics	X
Water Quality and Hydrology	
	<i>Partial</i>
Energy	
	<i>Partial</i>
Human Health	
	X
BROADER SEPA METRICS ADDRESSED PROGRAMMATICALLY, or at Project Level	
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 21, 2024

DISCUSSION ITEM

To: Regional Staff Committee

From: Brian H. Y. Lee, Ph.D., Program Manager – Data Solutions and Research

Subject: **Highlights from 2023 Household Travel Survey**

IN BRIEF

Staff will present highlights of findings from analyses of the 2023 household travel survey (HTS) data and provide an update on the 2025 HTS project.

BOARD CALENDAR

In recent months, staff made six presentations of findings from analyses of the 2023 HTS data to various PSRC committees. Staff is continuing to analyze this rich dataset and may present some findings on residential displacement to the Growth Management Policy Board in February 2025. Various findings on travel behavior may also support work on the Regional Transportation Plan and discussions in the Transportation Policy Board.

DISCUSSION

PSRC started a new eight-year, four-wave [Household Travel Survey \(HTS\) Program](#) in 2023, following a successful six-year, three-wave HTS program to collect activity and travel data from the region's residents in 2017, 2019, and 2021. This data resource supports agency planning work, including the development of PSRC's regional land use and travel forecast models, and the monitoring of behavioral trends.

Data from the 2023 HTS wave was published in April 2024 on the [PSRC Data Portal](#). In the May 2024 RSC meeting, staff [presented early insights](#) from the 2023 data to reveal select trends since the COVID-19 pandemic. In this November meeting, staff will provide highlights of findings that were presented to the following groups:

- Transportation Demand Management group ([8/27 presentation](#) on workplaces, commutes, telework);

- Bicycle Pedestrian Advisory Committee ([9/10 presentation](#) on walk, bike, roll);
- Coordinated Mobility & Accessibility Committee ([9/18 presentation](#) on people with disabilities, older adults, youth, people with lower income)
- Regional Transit-Oriented Development Committee ([9/20 presentation](#) on transit & other modes, Regional Growth Centers, High-Capacity Transit communities);
- Freight Advisory Committee ([10/9 presentation](#) on deliveries & other travel demands induced by residents); and
- Transit Operator Committee ([10/23 presentation](#) on transit behaviors).

In addition to analyzing the 2023 data, staff started the 2025 HTS project in October. Data collection will take place in spring 2025 and data processing will last through summer and fall. Data delivery is expected in winter 2026.

NEXT STEPS

Staff will continue to analyze the 2023 HTS data and use it to support various PSRC work programs.

For additional information, please contact Brian Lee, Program Manager – Data Solutions and Research, at blee@psrc.org, or Suzanne Childress, Principal Data Scientist, at schildress@psrc.org.



Puget Sound Regional Council

November 21, 2024

INFORMATION ITEM

To: Regional Staff Committee

From: Ben Bakkenta, Director of Regional Planning

Subject: **Regional Safety Action Plan Development**

IN BRIEF

Work to develop PSRC's first Regional Safety Action Plan (RSAP) is continuing to advance, funded through the USDOT Safe Streets and Roads for All (SS4A) Grant Program. The Regional Staff Committee received a briefing on the development of the plan in July 2024. We anticipate a committee briefing on the plan at the January 2025 meeting. This memorandum summarizes progress to date in developing the plan and identifies next steps.

BOARD CALENDAR

The Transportation Policy Board (TPB) is the primary board guiding the development of the Regional Safety Action Plan and has had extensive discussions of the analysis conducted to date, public comment that has been received, and the approach to organize the draft plan that is scheduled for release and a public comment period starting in January 2025. The draft Regional Safety Action Plan will be an item on the January 2025 TPB agenda.

DISCUSSION

The current Regional Transportation Plan directs PSRC to develop a Regional Safety Action Plan including actions, targets and performance indicators. It also directs PSRC to seek resources for regional and local planning and projects and to use the Regional Safety Action Plan to help inform future regional and local planning.

PSRC was awarded two planning grants through the USDOT Safe Streets and Roads for All (SS4A) program, newly established through the Bipartisan Infrastructure Law of

2021. Totalling nearly \$8 million, these grants are funding the development of a Regional Safety Action Plan, as well as subawards to 15 local jurisdictions in the region— large and small –to develop roadway safety action plans tailored to their local needs.

Responding to the feedback heard at the June 2023 Regional Safety Summit, as well as the components required by USDOT under the provisions of the SS4A planning grant, PSRC developed a draft scope of work for a Regional Safety Action Plan (RSAP). Consultant teams were then brought on board to help develop the plan. During the first half of 2024, PSRC staff and the consultant team conducted a thorough data analysis and developed state of the practice and safety plan inventory documents. Throughout the summer and early fall, the project team has engaged in an array of public and stakeholder engagement activities, including tabling at events and facilitating four regional public meetings (one in each county).

In August 2024, PSRC launched the [RSAP Engagement Hub](#), which provides information to stakeholders and the general public on how they can participate in the development of the plan (including an online survey). The Hub also features key findings and a detailed [State of the Region Report](#) based on the data analysis, as well as an [interactive map of the region's high-injury network](#). This network highlights corridors across the region that have seen the highest concentrations of deaths and serious injuries in recent years.

The Executive, Transportation Policy and Growth Management Policy boards have been briefed on the key findings and emphasis areas derived from the data analysis, the preliminary menu of tools and strategies being developed for inclusion in the draft plan, a summary of what has been heard through the engagement process so far and next steps.

NEXT STEPS

PSRC is scheduled to release the draft Regional Safety Action Plan for a public review and comment period in January 2025, and the plan will be a discussion topic on the January Regional Staff Committee agenda. The plan is scheduled to be adopted by the PSRC General Assembly in spring of 2025.

For additional information, please contact Gary Simonson, Senior Planner, at gsimonson@psrc.org or 206-971-3276.