Regional Transportation Plan

Regional Capacity Project Workshop

March 25, 2025

We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.

psrc.org/equity

Today's Agenda

- Background & Process Overview
- Regional Capacity Project Thresholds
- Application Requirements
- Plan Consistency Framework
- Online Application & Resources
- Schedule
- Q&A

Why do we need a Regional Transportation Plan?

- The Regional Transportation Plan (RTP) provides the policy framework for coordinated regional planning

- Under federal and state law
  - the identification of a “regional” network for all modes is required,
  - as are projects that add to, or modify, that network

Why do we need the Regional Capacity Projects list?

Regional Capacity Projects…

- affect the capacity of the regional transportation network, and must be reflected in RTP travel demand forecast modeling of future conditions;
- are included in RTP's regional emissions analysis to meet federal requirements for air quality conformity;
- are explicitly included in the RTP financial strategy, which must identify sufficient revenue to funds all planned transportation investments in the region;
- are subject to board approval before implementation.

Prerequisites for Regional Capacity Projects list

- Project must have been developed through a public planning process (e.g., comprehensive plan)
- Project meets Regional Capacity Project threshold
- Project is planned to be implemented between 2026 and 2050
- Some concept of scope/vision has been determined
  - ✓ An estimated scope is provided in order for the project to be included in regional travel demand forecasting model, and
  - ✓ A reasonable planning-level cost estimate has been developed

Prerequisites for Regional Capacity Projects list

What about projects that have less commitment or planning behind them?

- The RTP is a long-range plan with a financial strategy consisting of current law revenues and *reasonable* new revenues through 2050
  - ➢ *Projects do not need to be fully funded to be submitted to the RTP*
- However, projects more speculative in nature and requiring significant future planning – such as a corridor study or master plan – should not be submitted to the Regional Capacity Projects list
  - ➢ *Reach out to PSRC staff to determine if the project concept should be included in the "Future Planning" section of the RTP*

Regional Capacity Project Status

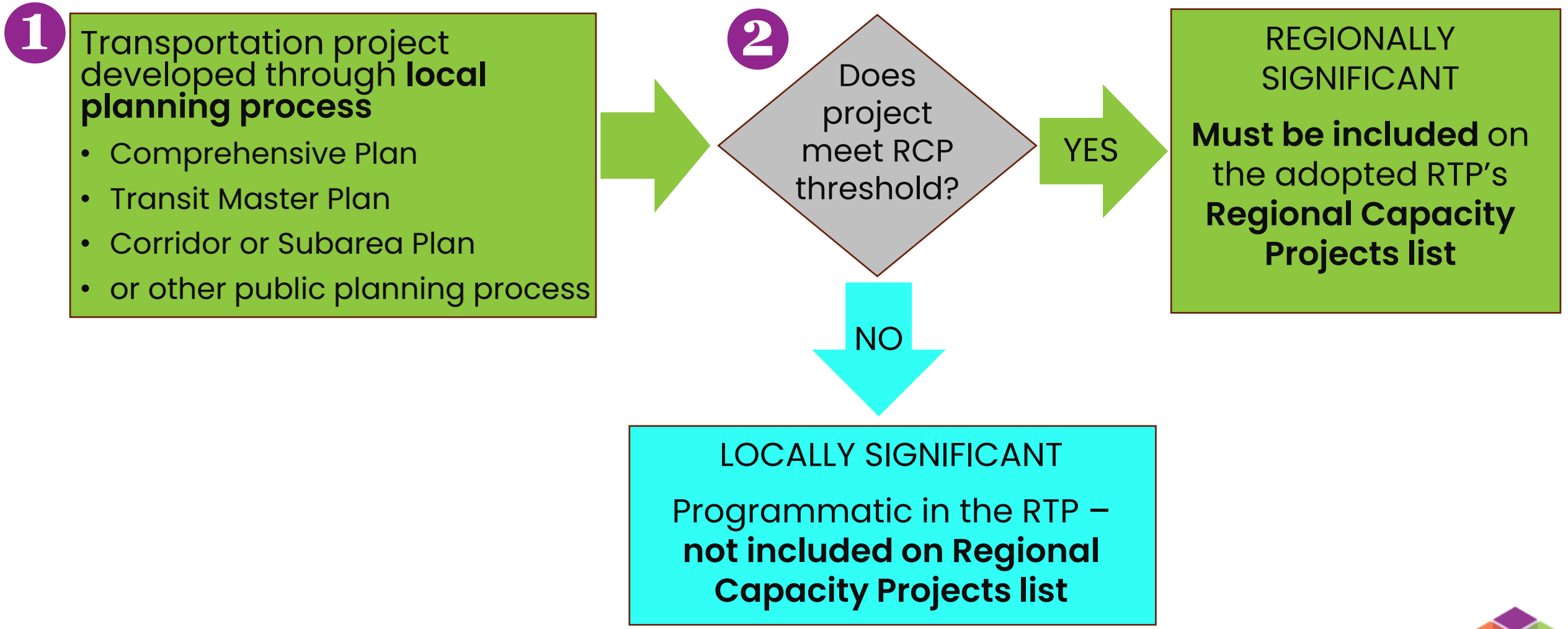
Is only reflective of a project's effect on the capacity of the regional transportation system

What if my project is on the current RCP list?

An application must still be submitted for project to be included in the 2026 RTP!

- Be sure to reflect any updates to the scope, extents, or cost that have occurred since the last submittal, or confirm no changes
- Also need to reconfirm the “constant dollar” year that the cost estimate reflects
- For projects with change in cost estimate greater than 20% from previous submittal, sponsor is asked to provide a brief explanation of the reason
- Plan Consistency questions have been updated from previous plan, and will need to be completed for each project submitted

How do planning/programming processes fit together?



How do planning/programming processes fit together?

REGIONALLY SIGNIFICANT

Must be included on the adopted RTP's **Regional Capacity Projects list**

- Must be in STIP to implement
- Must be on RCP list to program in TIP/STIP, regardless of funding source

LOCALLY SIGNIFICANT

Programmatic in the RTP – **not included on Regional Capacity Projects list**

- Must be in STIP only if federal nexus
- RCP list status is "Exempt"

TO IMPLEMENT

Program in Regional/Statewide Transportation Improvement Program (TIP/STIP)

Regional Capacity Project Thresholds

THRESHOLDS DEFINED PROVIDED FOR ALL MODES

TABLE 1: Projects Required to be on the Regional Transportation Plan Regional Capacity Project List and Subject to PSRC's Approval Process

Please note that there may be some overlap in the categories below.

Roadway Projects on principal arterials, State Routes or Interstates

- Capacity changes
  - Adding vehicle lanes
  - Removing vehicle lanes
  - Changing the configuration or usage of vehicle lanes
  - Other multimodal improvements that may affect vehicle usage or capacity such as Business Access Transit or High Occupancy Vehicle lanes
- Street realignment or relocation
- Continuous left turn lanes that extend between two principal arterials or state routes
- New interchanges
- Reconstruction of existing interchanges that add new fly-over ramps or new turning movements
- Grade separations
- Areawide multimodal improvements around transit stations

Intelligent Transportation System (ITS) Projects

- Projects over $100 Million

Bicycle and/or Pedestrian Projects

- Projects over $25 Million on separated pathways on dedicated rights of way

Transit Projects

- Park & ride lots resulting in more than 250 stalls
- New or relocated transit centers and stations
- New dedicated transit right of way, such as new alignments or tracks/infrastructure
- Bus flyer stops in the Interstate right of way

Ferry Projects

- New routes
- New or relocated ferry terminals

Only update from 2022

RCP Threshold – Roadway Project

- Located on interstate, state highway, or principal arterial, and
  - ✓ Adds OR removes OR changes configuration of vehicle lane(s)
  - ✓ Changes vehicle usage or capacity (e.g., convert to/from Business Access Transit or High Occupancy Vehicle/Toll lane)
  - ✓ Adds OR removes continuous left-turn lane that extends between two principal arterials or state highways

RCP Threshold – Roadway Project

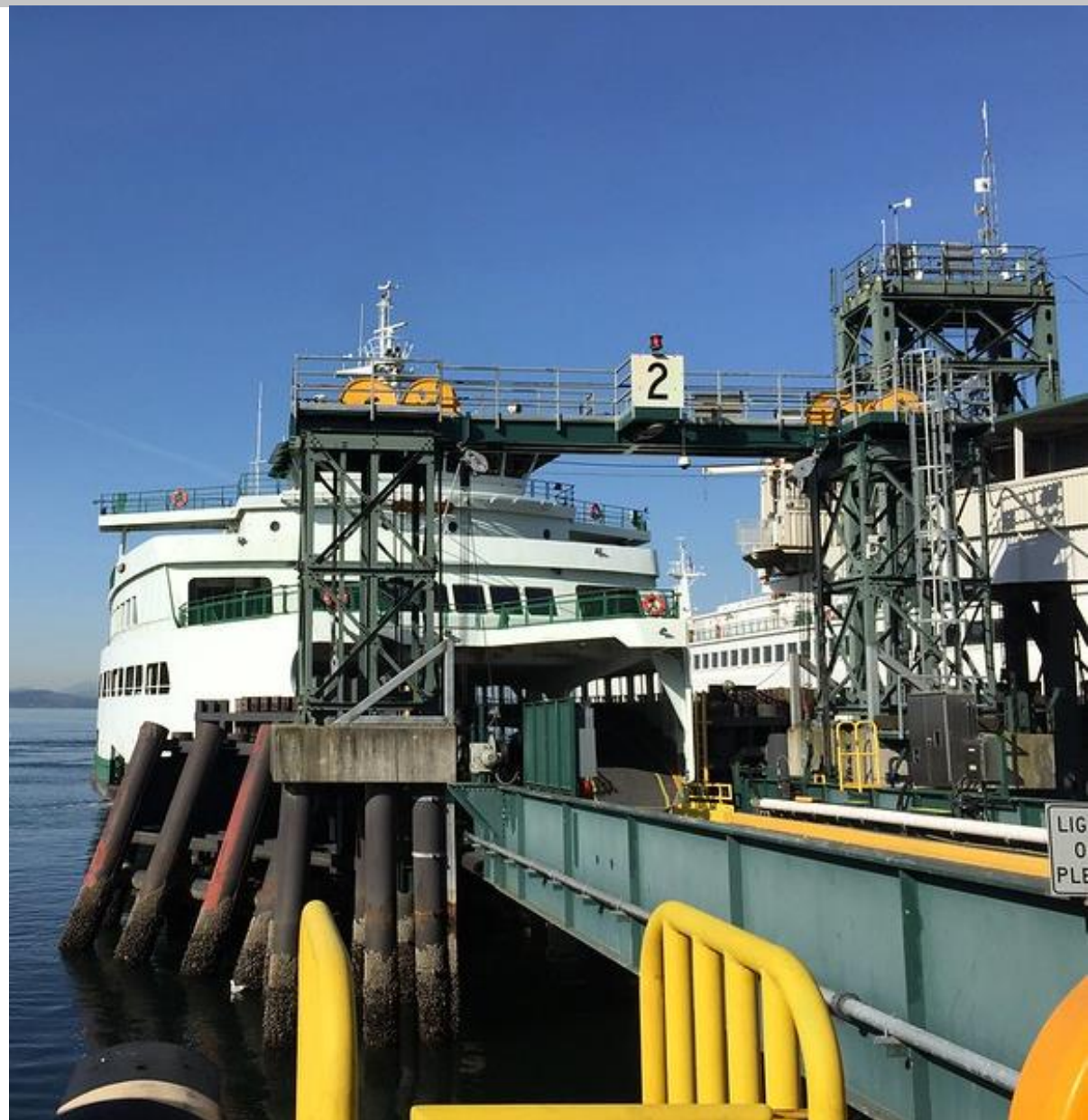
- Located on interstate, state highway, or principal arterial, and
  - ✓ Realigns or relocates the roadway
  - ✓ Adds new interchange or reconstruction of existing interchanges that add new fly-over ramps or new turning movements
  - ✓ Adds areawide multimodal improvements around transit stations
  - ✓ Adds grade separation(s)

RCP Threshold – Transit Project

- Park & ride lot resulting in more than 250 stalls
- New or relocated transit center or station
- New dedicated transit right-of-way, such as new alignment or tracks/infrastructure
- Bus flyer stop in the interstate right-of-way

RCP Threshold – Ferry Project

- New route
- New or relocated ferry terminal



RCP Threshold – Bicycle / Pedestrian Project

- Over $25 million total project cost, AND on separated, dedicated right-of-way

RCP Threshold – ITS Project

- Over $100 million total project cost

Example – Should this project be on the RCP List?

Implementation of a new bus rapid transit line that will

- Modify vehicle lanes on several principal and minor arterials to create new bus-only lanes
- Build new BRT stops
- Install transit signal priority at key intersections
- Estimated total cost: $150,000,000

YES
New dedicated transit alignment AND vehicle lane reduction on principal arterials meet RCP threshold

Example – Should this project be on the RCP List?

Improvement of 2-lane minor arterial corridor that will

- Add one general purpose lane in each direction
- Add a protected bike lane in each direction
- Widen sidewalks and provide new mid-block protected pedestrian crossings
- Estimated total cost: $75,000,000

NO
Vehicle lane capacity change on minor arterial does not meet RCP threshold

Example – Should this project be on the RCP List?

Improvement of 4-lane principal arterial corridor that will

- Add a protected bike lane and landscaped safety buffer in each direction
- Remove one vehicle lane in each direction to accommodate new bike facilities and calm vehicle traffic
- Estimated total cost: $80,000,000

YES
Changing vehicle lane capacity of principal arterial meets RCP threshold

Example – Should this project be on the RCP List?

Improvement of 4-lane principal arterial corridor that will

- Add a protected bike lane and landscaped safety buffer in each direction
- May or may not remove one vehicle lane to accommodate new bike facilities – to be determined during design
- Estimated total cost: $80,000,000

YES
Potential changing of vehicle lane capacity of principal arterial meets RCP threshold

Example – Should this project be on the RCP List?

Major planning study that will

- Explore alternatives for completing safety & mobility improvements in a specific subarea
- Will provide recommended list of capital projects to address safety issues, which could include
  - Targeted intersection improvements
  - Potential vehicle lane reductions on principal and minor arterials
  - New roads to reduce superblocks
- Estimated total cost: $3,000,000

NO

Planning Study does not meet RCP threshold

Resulting recommended capital projects should be evaluated as potential RCPs

Example – Should this project be on the RCP List?

Improvement of 4-lane principal arterial that will

- Increase capacity at two intersections by replacing existing traffic signals with roundabouts
- Add rectangular rapid flashing beacons at RAB pedestrian crossings
- Estimated total cost: $65,000,000

NO
Intersection capacity changes do not meet RCP threshold

Example – Should this project be on the RCP List?

Improvement of a 3-lane principal arterial that will

- Construct a new shared-use path on one side (existing sidewalk to remain on the other side)
- Add raised bike/ped crossings at intersecting streets
- Estimated total cost: $35,000,000

NO
Bike/ped facility in roadway right-of-way does not meet RCP threshold

Example – Should this project be on the RCP List?

New bike/ped bridge connection over creek

- Provides new connection between two regional trails
- City owns property so no additional right-of-way needed
- Estimated total cost: $65,000,000

YES
Project in separate right-of-way with cost >$25M meets RCP threshold

Regional Capacity Projects – Project Status

- All new projects enter the RTP with “Candidate” status
- Sponsors seek “Approved” status from Board when the project can demonstrate it has met conditions for readiness to begin right-of-way and/or construction
    - *Under certain circumstances, project may also be “Conditionally Approved”*
- For projects on current Regional Capacity Projects List, new application still must be submitted but Project Status carries over into new RTP

Regional Capacity Projects – Project Status

For a Regional Capacity Project to receive "Approved" status, the following must be provided for Board review & approval:

- Benefit-cost analysis (if total project cost >$100 million)
- Documentation of NEPA/SEPA completion
- Documentation of applicable planning requirements
- Documentation of financial feasibility
- Consistency of scope as defined in RTP – if substantial departure is indicated, new air quality conformity analysis could be required

**Guidelines for Approval process provided on PSRC website

Regional Capacity Project Application

- Online application accessed from PSRC website
  - Each agency use its assigned “web applications” login/password (same as for TIP application)
- Available resources include
  - RCP Application Checklist & Instructions – “quick guide” includes key tips and links to other resources
  - Plan Consistency Framework Guidance - detailed information assist in providing accurate responses to the Plan Consistency questions
  - RTP Resource Map – provides geographic context and various data layers that can be used to help respond to the questions

Regional Capacity Project Application

Basic Information

- Project Title
- RTP ID (if on existing RCP list)
- Sponsor information
- Contact information

Project Description

- Short narrative that describes the project scope
- Project location
- Federal functional classification (for roadway projects)
- Description of planning process from which project was developed
- Interjurisdiction coordination (when applicable)

Regional Capacity Project Application

Financial Details

- Total Project Cost
- Year for which cost was estimated
- Explanation of cost change from previous plan (when applicable)
- Amount and source(s) of any funds committed to date

Other Project Details

- Identify known scope elements
- Year that project is planned to begin
- Anticipated project completion year

Regional Capacity Project Application

Plan Consistency Framework Questions

- Nine policy categories
- Answer yes/no questions under each category as they apply to the project
- Responses scored, up to maximum of 10 points per category
- Total points scored for project = Plan Consistency Score

Regional Transportation Plan Consistency Framework

Policy Categories

Economic Vitality

- ✓ Supporting Freight Movement
- ✓ Supporting Employment

Environment & Resilience

- ✓ Emissions
- ✓ Puget Sound Land & Water

Mobility & Accessibility

- ✓ Transportation Alternatives
- ✓ Travel Reliability
- ✓ Support for Centers

Safety & Opportunity

- ✓ Safety & Security
- ✓ Community Benefits

Regional Transportation Plan Consistency Framework

Economic Vitality | Supporting Freight Movement

Purpose: System performance benefits for freight. How well does the project provide benefits to freight-related system users by improving travel time, reliability, and efficiency for freight haulers (all freight modes), and how well does the project reduce conflicts?			
F1	3		The project improves a facility identified as a frequent point of freight congestion or delay through a federal, state, regional or locally adopted plan or other document.
F2	2		The project reduces conflict between freight and one or more passenger modes —e.g., through a separation of modes such as a pedestrian overpass or road/rail grade separation.
Purpose: Access to freight-intensive areas. How well does the project support planned development in Manufacturing and Industrial Centers (MICs) and other "freight-intensive areas?"			
F3a	Choose one	2	The project improves access within, or to, more than one MIC.
F3b		1	The project improves access within or to one MIC
F4	1		The project improves access to an area outside an MIC identified as a freight generator. This could include intermodal facilities and distribution centers.
Purpose: Improves key freight facility. How well does the project serve designated regional Freight and Goods Transportation System routes?			
F5	2		The project is on a designated T-1 or T-2 freight truck route.
10 points maximum score			

Regional Transportation Plan Consistency Framework

Economic Vitality | Supporting Employment

Purpose: Access to areas of high job concentration. How well does the project support job retention or expansion by improving access?			
J1a	Choose one	4	The area served by the project has an existing or planned employment density at least 40 jobs per acre.
J1b		2	The area served by the project has an existing or planned employment density of at least 15 jobs per acre.
Purpose: Access to economic foundations. How well does the project provide access to job-related training or educational opportunities (vocational schools, community colleges, universities and strategic industry clusters identified in the Regional Economic Strategy)?			
J2	3		The project supports access to vocational schools, community colleges, universities, or other job-related training or educational opportunities.
J3	3		The project supports access to jobs related to strategic industry clusters.
10 points maximum score			

Regional Transportation Plan Consistency Framework

Environment & Resilience | Emissions

Purpose: Reduce air quality related impacts to people and the environment. How well does the project reduce air pollutants including greenhouse gas emissions? How well does the project avoid impacts to sensitive populations? For the following questions, the reduction comparison is relative to a project no-build scenario.			
A1a	Choose one	5	The project will reduce vehicle miles of travel and eliminate vehicle trips by providing an alternative to single occupancy vehicles.
A1b		4	The project will reduce vehicle miles of travel, but does not eliminate vehicle trips—e.g. shortening auto trips through the use of a park and ride facility or creating a more direct route.
A2	2		The project will improve the flow of freight vehicles and reduce truck idling.
A3	1		The project will avoid or mitigate emissions within ¼ mile of sensitive land uses (daycare facilities, schools, and retirement homes).
Purpose: Increase the use of clean technologies. How well does the project promote the use of alternative energy, cleaner fuels, or less energy?			
A4	2		The project explicitly relies on a proven alternative energy technology or strategy.
10 points maximum score			

Regional Transportation Plan Consistency Framework

Environment & Resilience | Puget Sound Land & Water

Purpose: Protect critical areas. How well does the project minimize critical area and habitat loss, alteration, and fragmentation in designated lands?			
W1a	Choose one	4	The project does not affect critical areas or habitats on designated lands.
W1b		3	If the project affects critical areas, it makes significant efforts above legally mandated mitigation to restore the critical areas or habitats.
W1c		1	If the project affects critical areas, it includes no more than legally mandated mitigation for its effects.
Purpose: Protect resource lands. How well does the project minimize impact to designated forest and agricultural lands?			
W2	2		The project does not impact designated agricultural lands.
W3	2		The project does not impact designated forest lands.
Purpose: Improve water quality. How well does the project improve water quality by improving hydrological functions and/or reducing stormwater runoff?			
W4a	Choose One	2	The project uses practices for improving hydrological functions that go beyond established stormwater standards, or the project improves stormwater runoff.
W4b		1	The project is designed to reduce stormwater runoff.
10 points maximum score			

Regional Transportation Plan Consistency Framework

Mobility & Accessibility | Transportation Alternatives

Purpose: Improve alternatives to driving alone. How well does the project improve mobility and accessibility by providing multimodal options?		
M1	3	The project expands or improves the regional transit network.
M2	2	The project expands or improves the regional network for bicycles and micromobility modes such as scooters.
M3	2	The project expands or improves the regional pedestrian network.
Purpose: Improve connections between transit and non-motorized modes. How well does the project improve connections between bicyclists and pedestrians accessing transit?		
M4	3	The project improves bicycle and pedestrian access within ¼ mile of a transit stop.
10 points maximum score		

Regional Transportation Plan Consistency Framework

Mobility & Accessibility | Travel Reliability

Purpose: Reduce existing congestion issues. How well does the project alleviate existing congestion or unreliability? How large is the scale of the problem the project addresses?		
T1	4	The project will alleviate congestion in a corridor or location identified as having severe or heavy congestion by PSRC's data or a state or local agency plan.
Purpose: Reduce potential future congestion issues. How well does the project alleviate anticipated future congestion or unreliability?		
T2	4	The project will alleviate congestion on a facility anticipated to have a severe or heavy future congestion issue, identified through an adopted plan, corridor study, etc.
Purpose: Improve system efficiency. How does the project improve throughput and minimize unreliability?		
T3	2	The project employs Transportation System Management, Intelligent Transportation Systems, Tolling, High Occupancy Vehicle lanes, and/or improves transit reliability to maximize network efficiency and reliability.
10 points maximum score		

Regional Transportation Plan Consistency Framework

Mobility & Accessibility | Support for Centers

Purpose: Access to Regional Growth Centers. How well does the project provide increased mobility and accessibility to, from and within a regional growth center(s)?			
C1a	Choose One	5	The project provides increased mobility and accessibility within a regional growth center
C1b		3	The project provides increased mobility and accessibility by connecting two or more regional growth centers (or connects to a regional manufacturing/ industrial center)
C1c		2	The project provides increased mobility and accessibility to and from a regional growth center
Purpose: Access to transit-supportive land use. How well is the project supported by the following land use and planning characteristics?			
C2a	Choose One	3	The project is in an area with existing or planned activity units (population plus jobs) of 45 or more units per acre.
C2b		2	The project is in an area with existing or planned activity units (population plus jobs) of 18 or more units per acre.
C3	2		The project area is designated as a high-capacity transit station area (including light rail, commuter rail, bus rapid transit, intermodal stations, or a ferry terminal)
10 points maximum score			

Regional Transportation Plan Consistency Framework

Safety & Opportunity | Safety & System Security

Purpose: Reduce the number of fatalities and serious injuries. How well does the project support safer travel by all modes?			
S1a	Choose One	8	The project improves safety on a facility identified on the regional high injury network in PSRC's Regional Safety Action Plan.
S1b		8	The project improves safety on a regional facility on a high injury network identified in a state or local Safety Action Plan or other planning document.
S1c		4	The project improves safety not identified on an adopted high injury network and/or improves safety on a transit, bicycle, or pedestrian facility.
Purpose: Improve system security and resiliency. Does the project "harden" or "strengthen" a facility or service against human and/or natural hazards?			
S2	2		The project improves the security and/or resilience of facilities identified in the *Puget Sound Transportation Recovery Annex* and/or the *Washington Comprehensive Emergency Management Plan.*
10 points maximum score			

Regional Transportation Plan Consistency Framework

Safety & Opportunity | Community Benefits

Purpose: Improve mobility and accessibility for EFA populations.			
E1a	Choose one	5	The project improves mobility and accessibility for at least on area identified as an intersection of both people of color and people with low-income Equity Focus Areas (EFAs).
E1b		3	The project improves mobility and accessibility for at least two EFAs.
E1c		2	The project improves mobility and accessibility for at least one EFA.
Purpose: Improve environmental health for EFA populations.			
E2a	Choose one	5	The project improves environmental health or avoids creating new negative environmental health impacts for at least one area identified as an intersection of both people of color and people with low-income EFAs.
E2b		3	The project improves environmental health or avoids creating new negative environmental health impacts for at least two EFAs.
E2c		2	The project improves environmental health or avoids creating new negative environmental health impacts for at least one EFA.
10 points maximum score			

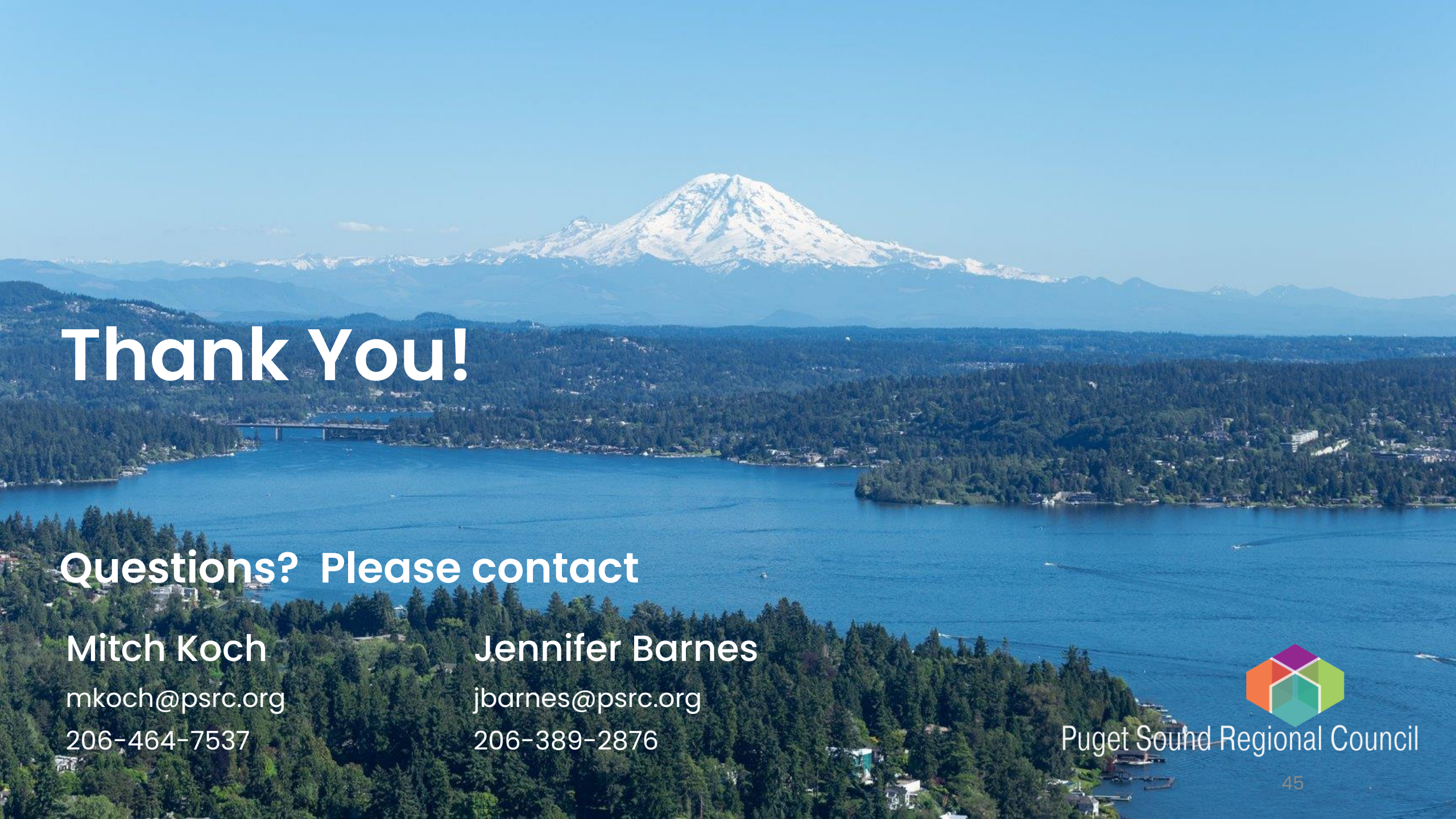
RCP Application – DEMONSTRATION

1 Online Application	2 Application Checklist & Instructions
3 Plan Consistency Framework Guidance	4 Online Resource Map

Regional Capacity Projects – Process & Timeline

Timeline	Task
March 24 – April 18, 2025	**Call for Regional Capacity Projects**
April – May 2025	PSRC Review of Projects
May – June 2025	Board Review of Projects
July – September 2025	Modeling and Analysis
September – December 2025	Develop Draft RTP
January – May 2026	Develop Final RTP
May 2026	Adopt Final RTP


BUSES AND
2 PERSON
CARPOOLS ONLY
QUESTIONS?



Thank You!

Questions? Please contact

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Puget Sound Regional Council