



Puget Sound Regional Council

## Transportation Policy Board

Thursday, April 13, 2023 • 9:30 – 11:30 AM

**Hybrid Meeting - PSRC Conference Room – 1011 Western Avenue, Suite 500, Seattle, 98104**

### Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 878 6268 1077, Passcode: 840998

### 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 am the day of the meeting. Late registrations will not be accepted.
- **Written comments**  
Comments may be submitted via email to [cmoreau@psrc.org](mailto:cmoreau@psrc.org) by 8:00 am the day of the meeting. Comments will be shared with board members. Comments received after the deadline will be provided to board members after the meeting.

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

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### 1. Call to Order and Roll Call (9:30) - Mayor Dana Ralph, Chair

### 2. Communications and Public Comment

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

### 3. Report of the Chair

### 4. Director's Report

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

- a. Approve Minutes of Transportation Policy Board Meeting held March 9, 2023
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend Certification of Kitsap County Countywide Planning Policies
- d. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Sumner's Stewart Road Corridor Completion: White River Bridge Project
- e. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for WSDOT's SR 9 and SR 204 Intersection Vicinity Improvements Project

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

- a. Regional Transportation Plan Project Amendments – *Kelly McGourty, PSRC*

**7. Action Items (10:05)**

2023 Project Tracking and Delivery – *Kelly McGourty and Jennifer Barnes, PSRC*

- a. Project Extension Recommendations
- b. Project Exception Request
- c. Recommendation for Policy Addition
- d. Supplemental Funding Action

**8. Discussion Item (10:50)**

- a. Climate Change Implementation Strategy – *Kelly McGourty, PSRC*

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

- a. Transit Access Work Program – *Jean Kim, PSRC*

**10. Information Items**

- a. Transportation Work Program Progress Tracker
- b. Save the Date: Joint Board Session on ACT, Friday, April 28, 10:00AM-12:00PM
- c. Passport to 2044 Webinar: Key Topics for Elected Officials and Planning Commissioners, Thursday, May 18, 12:00-1:30 PM. [Registration webpage](#)
- d. Save the Date: PSRC General Assembly, Tuesday, May 30, 11:00 AM – 1:00 PM

**11. Next Meeting:**

Thursday, May 11, 2023, 9:30 AM - 11:30 AM

**12. Adjourn (11:30)**

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Casey Moreau, e-mail [cmoreau@psrc.org](mailto:cmoreau@psrc.org); fax (206) 587-4825; or mail.

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## Puget Sound Regional Council

### MINUTES OF THE TRANSPORTATION POLICY BOARD

**March 9, 2023**

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

#### **CALL TO ORDER**

The meeting was called to order at 9:30 a.m. by Mayor Dana Ralph, Chair. Chair Ralph announced that the Transportation Policy Board meeting would be hybrid, allowing for remote and in-person attendance. The meeting will be live streamed, and a call-in number provided for members of the public to listen.

Mayor Ralph welcomed new members and alternates to the board:

- Councilmember Megan Dunn, Snohomish County, Puget Sound Clean Air Agency (member)
- Christine Cooley, Executive Director, Puget Sound Clean Air Agency (alternate).
- Mayor Andy Ryder, Lacey, Thurston Regional Planning Council (member)
- Marc Daily, Executive Director, Thurston Regional Planning Council (alternate)
- Councilmember Ed Prince, Renton, Sound Transit (member) representing regional transit
- Mayor Kim Roscoe, Fife, Sound Transit (alternate) representing regional transit

A quorum was established by roll call.

#### **COMMUNICATIONS AND PUBLIC COMMENT**

The board heard public comment from the following individuals:

- Alex Tsimmerman, SUA

#### **REPORT OF THE CHAIR**

Chair Ralph informed the board that PSRC will hold a joint board session Friday, April 28 that will cover how to apply ACT (Affirm, Counter, Transform) as a tool to address challenging conversations about racial equity and educate others about the topic.

## **DIRECTOR'S REPORT**

Robin Koskey, PSRC, provided an update on the current legislative session. Ms. Koskey discussed the governor's proposed budget and bills related to housing, transportation, and climate.

## **CONSENT AGENDA**

- a. Approve Minutes of Transportation Policy Board Meeting held February 9, 2023
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)

**ACTION: The motion was made by Councilmember Ryan Mello and seconded by Councilmember Jan Schuette to adopt the Consent Agenda. The motion passed unanimously.**

## **WORKING GROUP RECOMMENDATION ON FTA FUNDING DISTRIBUTION METHODOLOGY**

Kelly McGourty, PSRC, shared that during the distribution of pandemic relief funds to the region's transit agencies in 2020 and 2021, the Executive Board raised questions about the distribution methodology, specifically related to equity. The Transportation Policy Board was directed to continue these discussions. In June 2022 a small working group was formed comprised of board members and transit agency leadership. The working group met six times and developed revisions to the distribution methodology for PSRC's Federal Transit Administration funding to improve equity. Ms. McGourty gave further background on the details of the working group meetings, reviewing the group's key principles for an equitable distribution of funding.

Ms. McGourty provided background on PSRC's historic funding allocation methodology, which is based on the federal formula. She detailed how federal funding is allocated to the region based on data entered into the National Transit Database. There are four distinct funding sources and multiple transit agencies in the region, and the current methodology disaggregates the federal formula to determine each transit agency's funding share, referred to as the earned share distribution.

Ms. McGourty summarized that 86% of the funds have been historically distributed via the earned share distribution and 14% historically distributed via a regional competition and a preservation set-aside.

Ms. McGourty shared that the working group reviewed the funding methodology in great detail and aligned around a commitment to equity and support of local service. She noted the compromise to develop the recommendation to maintain the 86% earned share distribution process but change the regional portion of funds to be distributed based on a new equity formula distribution.

The 14% would be distributed based on populations served by each transit agency. Ms. McGourty described the methodology which considers equity populations within a one-half mile walkshed of all bus stops and a one mile walkshed of all rail stops, with an adjustment for ferry services. The ferry service adjustment would allow ferry services to receive funding consistent with the existing process.

The working group also had an additional recommendation for the reporting and monitoring on the use of funds to improve equity. Ms. McGourty shared that each agency will identify a list of projects that will use the funds. Those projects will come back to the board for final approval before moving into the TIP. There will also be a monitoring component to continue to monitor transit and equity related data in the RTP dashboard. PSRC will work with the Transportation Operators Committee to identify the level of detail required of projects, and metrics for a baseline for future comparison.

The recommendations have been signed by all members of the working group to demonstrate support. However, a minority report from three members was also included which states a preference for a larger percentage to be apportioned via the equity formula. Key points for the minority report were shared with the board.

Working group members noted that the recommendation demonstrates significant progress and a step forward, but there is still more work to be done to improve equity and a need to continue this work into the future. The process and the commitment shown was greatly appreciated.

**ACTION: The motion was made by Councilmember Kate Kruller and seconded by Mayor Mary Lou Pauly that the Transportation Policy Board should recommend the Executive Board approve the recommended revisions to the methodology used to distributed PSRC's FTA funding, as described in this memo and summarized in Attachments A and B. The motion passed unanimously.**

## **WASHINGTON STATE DEPARTMENT OF TRANSPORTATION REVIVE I-5**

Tom Pearce, WSDOT, gave a broad overview of the Revive I-5 10-year project plan which encompasses many projects to repair the aging freeway. He provided details of the improvements being made and the schedule and also discussed the challenges of implementing repair projects while keeping freeways open. He reviewed how WSDOT is coordinating with other agencies and other projects.

## **PUBLIC PARTICIPATION PLAN**

Michele Leslie, PSRC, shared that PSRC's Public Participation Plan establishes procedures to ensure people have reasonable opportunities to be involved in the regional planning process. PSRC has worked with the Equity Advisory Committee to reframe the plan.

Noah Boggess, PSRC, shared details of the Regional Equity Strategy which had a goal to create equitable engagement guidance and led to significant updates to the public participation plan. Noah reviewed amended goals of the plan and new additions such as best practices for equitable engagement. The EAC helped shape these new practices.

The Draft Public Participation Plan will be shared with all PSRC policy boards. The Executive Board will be asked to release the plan for public comment at its March meeting and adopt the final plan at its June meeting.

Members discussed how equity data is collected and how specific populations will be engaged. Staff shared that PSRC collects equity data and conducts engagement on specific planning processes, but the Public Participation Plan is more general and provides guidance on how that outreach is to be conducted. PSRC also is developing an equity tracker.

## **TRANSPORTATION DATA COLLECTION AND INVENTORY WORK PROGRAM**

Jennifer Barnes, PSRC, shared that the current Regional Transportation Plan (RTP) was developed with a greatly enhanced set of data. Additional work is required to update the various data sets that will support the next RTP.

Ms. Barnes shared the applications of the inventory information. It supports the transportation visualization tool, monitors measures to meet federal requirements, and supports analysis of metrics and trends of the RTP.

The transportation inventory data collected by PSRC falls into two different categories. The first category of data is collected and assembled directly by PSRC. The other category of data is collected by other entities with whom PSRC collaborates. PSRC also collects data to support the financial strategy of the RTP. Staff have prepared a timeline for preparation, data collection and analysis for each data inventory area. Ms. Barnes reviewed the high-level draft schedule timeline.

Ms. McGourty shared that PSRC developed new and expanded inventories that supported the RTP. This was a collaborative effort of PSRC and member jurisdiction staff. At future meetings the board will be briefed on updates of the data and analysis.

Members discussed interests in specific data sets related to electric vehicles and safety. Ms. McGourty noted that data is collected at the regional scale at higher thresholds, and does not include data on local level data and conditions. PSRC can work with local jurisdictions, so they have the support to do their own data collection.

## **FHWA TARGETS AND PROJECT DELIVERY**

Ms. McGourty shared that today's presentation would provide an overview of annual project extension requests and the adopted process to achieve federal delivery

requirements, and provide an update on a recently convened project delivery working group. The board is then scheduled to take action on 2023 project delivery at its April meeting.

Ms. Barnes provided an overview of the 2023 extension requests process. PSRC staff, in collaboration with WSDOT and the chairs of the Regional Project Evaluation Committee and the four countywide transportation forums, has been reviewing submitted requests for consistency with adopted project tracking policies. Recommendations on the extension requests will be brought to the board for action at its April meeting.

Ms. Barnes reviewed the project tracking policies which include a five-step process for rebalancing and supplemental funding actions if necessary to meet the delivery target. PSRC is in the process of this rebalancing exercise and will bring a recommendation to the board in April.

Ms. Barnes reviewed current action steps to address delivery challenges and measures to enhance communication on project delivery status. She also provided an update on the progress of the project delivery working group. The group is currently focused on recommendations for last minute 'emergency' measures.

Mayor Dana Ralph reminded members that the agenda packet included a flyer on the VISION 2050 Awards Nominations. Nominations are due April 1, 2023.

## **ADJOURN**

The meeting adjourned at 11:30 AM.

## **TPB MEMBERS & ALTERNATES PRESENT**

See attached attendance roster.

## **GUESTS and PSRC STAFF ATTENDING**

(As determined by staff)

Ben Bakkenta, PSRC  
Jennifer Barnes, PSRC  
Josh Brown, PSRC  
Nancy Buonanno-Grennan, PSRC  
Gil Cerise, PSRC  
Kathryn Johnson, PSRC  
Piset Khuon, PSRC  
Robin Koskey, PSRC  
Kelly McGourty, PSRC  
Casey Moreau, PSRC

Transportation Policy Board - March 9, 2023							
Voting Members			✓	Non-voting Members			✓
<b>King County</b>	2	CM Girmay Zahilay	1	<b>Associate Members</b>			
		CM Dave Upthegrove	1	Island County	1	COMM Melanie Bacon	
		Vacant Alt				COMM Jill Johnson Alt	
		Vacant Alt		Thurston Regional Planning Council	1	MYR Andy Ryder, Lacey	1
Seattle	2	CM Dan Strauss	1			Marc Daily	
		CM Alex Pedersen	1	<b>Public Agency Members</b>			
		CP Debora Juarez Alt		Puget Sound Clean Air Agency	1	CM Megan Dunn	
Bellevue	1	CM Jennifer Robertson	1			Christine Cooley Alt	
		CM Janice Zahn Alt		Freight Mobility Strategic Investment Board	1	Vacant	
Cities/Towns	3	CM Kate Kruller, Tukwila	1			Vacant Alt	
		MYR Dana Ralph, Kent, <b>Chair</b>	1	WA Transportation Improvement Board	1	Vacant	
		MYR Mary Lou Pauly, Issaquah	1			CM Sam Low, Snohomish Co. Alt	
		CM Peter Kwon, SeaTac Alt		<b>PSRC Committees</b>			
		CM Wendy Weiker Mercer Isl Alt	1	Regional Staff Cmte.	1	Jesse Hamashima, Pierce Co.	1
		DEP MYR Jay Arnold, Kirkland Alt				Chip Vincent, Renton Alt	
Local Transit	1	CM Rod Dembowski		Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.	1
		Vacant Alt				Shane Weber, Bremerton Alt	
<b>Kitsap County</b>	1	COM Robert Gelder	1	Transportation Operators Cmte.	1	Peter Heffernan, King County	1
		COM Charlotte Garrido Alt				Lindsey Sehmelt Alt, Pierce Transit	
Bremerton	1	MYR Greg Wheeler	1	<b>Private/Civic Members-Business/Labor</b>			
		CP Jeff Coughlin Alt	1	WA Trucking Associations exp. 12/31/25	1	Sheri Call	1
Cities/Towns	1	MYR Rob Putaansuu, Port Orchard	1			Vacant Alt	
		CM Leslie Schneider, Bainbridge Isl Alt	1	Vacant exp. 12/31/25	1	Vacant	
Local Transit	1	MYR Becky Erickson, Poulsbo	1			Vacant Alt	
		CM John Clauson, Port Orchard Alt	1	Seattle Met. Chamber of Commerce exp. 12/31/25	1	Lorelei Williams, WSP USA	1
<b>Pierce County</b>	1	CM Ryan Mello, <b>Vice Chair</b>	1	Master Builders of Pierce County exp. 12/31/23	1	Amy Grotefendt, Enviroissues Alt	
		CM Dave Morell Alt				Jessie Gamble	
Tacoma	1	DEP MYR Kristina Walker	1			Jason Gano Alt	
		CM Olgy Diaz Alt		<b>Private/Civic Members-Community/Environment</b>			
Cities & Towns	1	CM Tim Ceder, Milton		Seattle Aging & Disability Services exp. 12/31/23	1	Dinah Stephens	1
		MYR Josh Penner, Orting Alt				Vacant Alt	
Local Transit	1	CM Marty Campbell, Pierce County	1	Vacant exp. 12/31/25	1	Vacant	
		MYR Daryl Eidinger, Edgewood Alt	1			Vacant Alt	
<b>Snohomish County</b>	1	CM Jared Mead	1	Public Health Seattle/ King County exp.12/31/23	1	Darrell Rodgers	1
		CM Strom Peterson Alt				Shawn Frederick, SNOHD Alt	
Everett	1	CM Ben Zarlingo	1	Transportation Choices Coalition exp. 12/31/23	1	Hester Serebrin	
		MYR Cassie Franklin Alt				Alex Hudson Alt	
Cities/Towns	1	CM Jan Schuette, Arlington	1	Non-voting	16	Non-voting members present	8
		CM Stephanie Vignal, Mill Creek Alt	1	<b>Ex-Officio Non-Voting Members</b>			
Local Transit	1	CM Kim Daughtry, Lake Stevens	1	State Legislators	87	Districts within PSRC's boundary	
		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 Jerry Litt	1				
		COM Nicole Grant Alt	1				
WSDOT	1	Robin Mayhew					
		Todd Lamphere Alt	1				
<b>Legislative Transportation Cmte. (Not Counted for Quorum)</b>						Abbreviations	
House Transportation Cmte.	2	Vacant				CHRMN Chairman	
		REP Jake Fey, D Alt				CM Councilmember	
		REP Dan Griffey, R				CP Council President	
		REP Andrew Barkis, R Alt				COM Commissioner	
Senate Transportation Cmte.	2	Vacant, D				MYR Mayor	
		SEN Mark Mullet, D Alt				DEP MYR Mayor	
		Vacant, R				SEC Secretary	
		Vacant, R Alt				ASST SEC Assistant Secretary	
Voting	32	(Quorum = 14) Quorum Total	22			REP Representative	
		Total Voting members present	31			SEN Senator	





## Puget Sound Regional Council

### **CONSENT AGENDA**

April 6, 2023

**To:** Transportation Policy Board

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

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

### **IN BRIEF**

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

### **RECOMMENDED ACTION**

The Transportation Policy Board should recommend the Executive Board adopt an amendment to the 2023-2026 Regional TIP to include the projects as shown in Exhibit A.

### **DISCUSSION**

Under the Infrastructure Investment and Jobs Act (IIJA), PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), and Bus and Bus Facilities Formula (5339).

While PSRC does not have project selection authority for other types of federal, state, or local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air

quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2050, the Regional Transportation Plan, and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is further described below.

### **Consistency with VISION 2050 and the Regional Transportation Plan**

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2050 and the Regional Transportation Plan.

### **Air Quality Conformity**

The projects in Exhibit A were reviewed and it has been determined that a new air quality analysis and conformity determination is not required because each project falls into one or more of the following categories:

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

### **Funding Reasonably Expected to be Available**

For the projects in Exhibit A, PSRC has confirmed the funds are reasonably expected to be available.

### **PSRC's Project Tracking Policies**

This month's amendment includes no project tracking actions.

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

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

BR	The Local Bridge Program provides funding for eligible bridges on public roads
CSRF	State Coronavirus State Fiscal Recovery Fund for all federal moneys from the American Rescue Plan

CWA	State Connecting Washington Account
FHWA Discretionary	Other national discretionary FHWA awards
MVA	State funds from the Motor Vehicle Account
NHPP	Provides support for the condition and performance of the National Highway System (NHS)

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

Month: April  
Year: 2023

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
1. Bellevue	<b>Bellevue Way and NE 4th Street</b>  New project programming preliminary engineering, right-of-way, and construction phases to overlay Bellevue Way and NE 4th St between the 1900 block of 112th Ave SE and 112th Ave NE/NE 4th St, complete pavement repairs, upgrade curb ramps, install detector loops, and install new pavement markings.	\$4,314,7000	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$491,060	Local			
		\$4,805,760	Total			
2. Bellevue	<b>NE 8th Street</b>  New project programming preliminary engineering, right-of-way, and construction phases to overlay NE 8th St between 100th Ave and I-405, complete pavement repairs, upgrade curb ramps, install detector loops, and install new pavement markings.	\$2,752,025	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$354,650	Local			
		\$3,106,675	Total			
3. King County Department of Transportation (Road Services)	<b>Baring Bridge 509A Replacement</b>  New project programming preliminary engineering, right-of-way, and construction phases replacing the existing NE Index Creek Road bridge over South Fork Skykomish River with a steel and concrete span bridge with a travel lane and shoulder in each direction. Work also includes stormwater treatment including a bioswale and storm filter vault.	\$22,016,874	Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$4,544,913	Local			
		\$26,561,787	Total			
4. Mountlake Terrace	<b>Mountlake Terrace - Transit Connection Corridor Project</b>  New project programming a construction phase for a pedestrian plaza at 236th St SW and Van Ry Blvd and trails/pathways providing access to and from the transit station.	\$2,000,000	Federal FHWA Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$500,000	Local			
		\$2,500,000	Total			
5. Sound Transit	<b>At-Grade Safety Enhancements</b>  New project programming preliminary engineering and construction phases implementing safety enhancements for at-grade crossings along Link 1 Line, with a focus on the Martin Luther King Jr Way and SODO areas.	\$3,628,000	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$3,628,000	Total			

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
6. Sound Transit	<b>Series 3 Light Rail Vehicles</b>	\$13,011,000 Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming construction and other phases for the acquisition of approximately 100 light rail vehicles. This is a multi-year project and the programming reflects the funds in the range of the current TIP.	\$13,011,000 Total				
7. WSDOT Northwest Region	<b>I-90/West Village Park &amp; Schneider Creeks - Fish Passage</b>	\$50,433,489 CSRF	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$987,994 CWA				
		\$577,663 MVA				
	Existing project modifying preliminary engineering, right-of-way phases and programming a construction phase to remove the existing fish barriers and replace them with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$51,999,146 Total				



## Puget Sound Regional Council

### CONSENT AGENDA

April 6, 2023

**To:** Transportation Policy Board

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

**Subject:** **Recommend Certification of Kitsap County Countywide Planning Policies**

### IN BRIEF

Consistent with PSRC's adopted plan review process, PSRC staff recommend certification of the countywide planning policies for Kitsap County. The certification report (Attachment A) further describes how the policies meet applicable requirements.

### RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should:

*Recommend that the Executive Board certify that the Countywide Planning Policies for Kitsap County are consistent with the VISION 2050 multicounty planning policies and the Regional Transportation Plan.*

### DISCUSSION

A major emphasis of the Washington State Growth Management Act is the need to coordinate local, regional, and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council (PSRC) have worked together to develop a process for reviewing local, countywide, regional, and transit agency policies and plans for compatibility and consistency.

VISION 2050, the region's long-range plan for growth, calls for countywide planning policies (CPPs) to be updated to address multicounty planning policies included in VISION 2050 (MPP-RC-13). The adopted [Policy & Plan Review Process](#) calls on PSRC to review the countywide planning policies based on a comparative analysis of

countywide and multicounty planning policies, focusing on policy areas for regional planning identified in the Growth Management Act (RCW 36.70A.210).

Kitsap County and its cities adopted and ratified a major update to the CPPs in December 2021 (Ordinance 601-2021). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Strategy in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Kitsap County and its four cities. Notable changes to the policies include new and revised policies focused on planning for urban growth, transportation, climate change, and equity. In January 2023, Kitsap County adopted 2044 population and employment growth targets (Ordinance 619-2023) as an appendix to the CPPs to support the 2024 comprehensive plan updates and implement the VISION 2050 Regional Growth Strategy.

The Kitsap County CPPs were updated using the Kitsap Regional Coordinating Council (KRCC) planning framework and included planning staff from KRCC jurisdictions, regional and state agencies, and Tribes. Following adoption, KRCC completed the PSRC consistency tool for countywide planning policies and submitted the reporting tool along with a completed set of CPPs.

PSRC reviewed the CPPs and found the policies address the VISION 2050 multicounty planning policies and the Regional Transportation Plan. PSRC staff coordinated with countywide staff in the review of the plan and drafting of the certification report.

For more information, contact Liz Underwood-Bultmann, Principal Planner, at [LUnderwood-Bultmann@psrc.org](mailto:LUnderwood-Bultmann@psrc.org).

Attachments:  
Kitsap CPP Certification Report 2023 FINAL

# Countywide Planning Policies Plan Review Certification Report



## Kitsap County Countywide Planning Policies

MARCH 30, 2023

Kitsap County and its cities adopted and ratified a major update to the countywide planning policies (CPPs) in December 2021 (Ordinance 601-2021). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Strategy in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Kitsap County and its four cities. Notable changes to the policies include new and revised policies focused on planning for urban growth, transportation, climate change and equity. In January 2023, Kitsap County adopted 2044 population and employment growth targets (Ordinance 619-2023) as an appendix to the CPPs to support the 2024 comprehensive plan updates and implement the VISION 2050 Regional Growth Strategy.

The Kitsap County CPPs were updated using the Kitsap Regional Coordinating Council (KRCC) planning framework and included planning staff from KRCC jurisdictions, regional and state agencies, and Tribes. Following adoption, KRCC completed the PSRC consistency tool for countywide planning policies and submitted the reporting tool along with a completed set of CPPs.

### COUNTYWIDE PLANNING POLICIES CERTIFICATION

VISION 2050, the region's long-range plan for growth, calls for countywide planning policies to be updated to address the multicounty planning policies included in VISION 2050 (MPP-RC-13). The adopted [Policy and Plan Review Process](#) calls on PSRC to review the countywide planning policies based on a comparative analysis of countywide and multicounty planning policies, focusing on policy areas for regional planning identified in the Growth Management Act (RCW 36.70A.210). The consistency certification of countywide planning policies and the Regional Transportation Plan is based on a comparative analysis of the adopted countywide transportation-related planning policies and the Regional Transportation Plan (RCW 47.80.023). PSRC coordinated with KRCC staff and reviewed information provided by staff to prepare this report.

### CERTIFICATION RECOMMENDATION

Based on review of the countywide planning policies using the [VISION 2050 Consistency Tool for Countywide Planning Policies](#), the following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board and Executive Board:

**The Puget Sound Regional Council certifies that the countywide planning policies for Kitsap County are consistent with the VISION 2050 multicounty planning policies and the Regional Transportation Plan.**

The remainder of this report contains a summary of the PSRC review of the countywide planning policies. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and the [VISION 2050 Consistency Tool for Countywide Planning Policies](#), is listed in high-level bullets. Discussion in each topic area summarizes the policies, as well as issues identified through the certification review where future work on the part of the county and its cities may more fully address VISION 2050 and the Regional Transportation Plan requirements.



## REVIEW OF COUNTYWIDE PLANNING POLICIES

VISION 2050 emphasizes the value of coordination to achieve shared regional objectives. CPPs complement multicounty planning policies and provide more specific level of detail to guide county and local comprehensive planning. CPPs are reviewed using the VISION 2050 Consistency Tool for Countywide Planning Policies. This section follows the order and content established in the tool, covering the policy chapters in VISION 2050 (regional collaboration, environment, climate change, land use/development patterns, economy, transportation and public services).

### Regional Collaboration

#### SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

**Support joint planning and coordination** among jurisdictions, agencies, Tribes, ports, military installations, special purpose districts and adjacent regions.

**Prioritize services and access to opportunity** for people of color, people with low incomes, and historically underserved communities.

**Recognize military installations** and their beneficial impacts and challenges.

**Prioritize transportation investments** to centers and high-capacity transit station areas.

**Promote existing and new funding sources** to implement the regional vision.

#### WHAT'S IN THE POLICIES

The Kitsap County CPPs work to advance regional policies and objectives for regional collaboration:

- ☒ A robust set of policies emphasizing joint planning and collaboration between the cities and the county. (CW-3, UGA-3 – 5, ED-2 – 3, CT-1 – 6, RR-4 – 5)
- ☒ Policy chapters recognize the importance and provide a framework for working with Tribal governments and military installations. (Elements L and M)
- ☒ New policies and updated goals through multiple elements were added to address aspects of equity and support local implementation.

#### DISCUSSION

- Changes to VISION 2050 and state law elevated policy to ensure coordination with Tribal governments. While Element L emphasizes Tribal governments coordination, it does not provide specificity regarding Tribal coordination on incompatible uses, impacts on Tribal lands, the economic role of Tribes and coordinated planning for services and facilities (MPP-RC-1, MPP-RC-4, MPP-DP-7, MPP-DP-51, MPP-Ec-15, MPP-PS-23). Care should be taken during the update of local plans to ensure coordination with Tribes on the full range of planning areas.

## Regional Growth Strategy

### SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

**Implement the Regional Growth Strategy by providing direction for growth targets**, including growth in centers and near high-capacity transit, addressing jobs-housing balance, reducing the rate of rural growth and supporting infill within the urban growth area.

**Ensure urban growth area** stability and sustainability over the long term.

Include a **process to reconcile discrepancies** between growth targets and local plans.

### WHAT'S IN THE POLICIES

The Kitsap County CPPs work to advance regional policies and objectives for the Regional Growth Strategy:

- ☑ Adopted population and employment growth targets align with the Regional Growth Strategy, supporting significant growth in Metro, Core and High-Capacity Transit Communities and reducing the rate of rural growth over time. (Appendix B)
- ☑ Policies provide a clear process to establish growth targets, coordinate growth and consider changes to the urban growth area. (UGA-3 – 5)
- ☑ Updated policy to recognize and implement the Regional Growth Strategy. (UGA-5b)

### DISCUSSION

- UGA-5 continues to include a goal for 76% of new population growth to occur within the urban growth area. The current goal does not reflect the shares of growth in the Regional Growth Strategy and Kitsap's adopted growth targets. The adopted growth targets that guide the county's plan are consistent with the rural rate of growth in VISION, but this policy should be revised to reflect lower rates of rural growth.
- Kitsap County is commended for a collaborative process to develop growth targets that implement VISION 2050. VISION 2050 states that PSRC will be looking for substantial consistency with adopted growth targets in certification review. An important step of the 2024 comprehensive plan update process will be for jurisdictions to provide capacity and planning to accommodate growth. PSRC staff is available to provide assistance as local plans are developed.
- VISION 2050 and the Regional Growth Strategy emphasize transit-supportive densities and growing near high-capacity transit station areas, such as ferry terminals and future bus rapid transit stops, where services and infrastructure exist and are prioritized. Local plans should also emphasize the need for transit-supportive densities and growth near high-capacity transit station areas beyond designated centers. (MPP-RC-8, MPP-RGS-8, H-7-8, MPP-DP-22).

## Environment

### SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

**Coordinate and integrate environmental strategies** among jurisdictions, Tribes, countywide and watershed groups.

**Promote environmentally sensitive development**, including minimizing impacts to natural features.

**Support protection of critical areas** and incentivize environmental stewardship.

**Plan for open space** and encourage protection of native vegetation and tree canopy.

**Promote the protection of water quality** and restoration of hydrological function.

**Avoid and/or mitigate environmental impacts** for vulnerable populations.

**Reduce pollution**, including air toxics, greenhouse gases and stormwater.

## WHAT'S IN THE POLICIES

The Kitsap County CPPs work to advance regional policies and objectives for the environment:

- ☑ Policies to coordinate on watershed and land use planning (NE-7a-d)
- ☑ Policies to create a regional network of open space by implementing the open space plan, preserving and enhancing open space linkages and wildlife habitat, and supporting green infrastructure (NE-1a-g)
- ☑ Policies to protect air quality by reducing levels of toxins and greenhouse gases, including by using clean, efficient fuels (NE-4a-b)
- ☑ Updated policy to ensure that all residents have equitable access to clean air and water (NE-2)

## DISCUSSION

The certification review found the CPPs to be generally aligned with the environmental policies of VISION 2050.

## Climate Change

### SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

**Support achieving regional emission reduction goals** by encouraging electrifying the transportation system, prioritizing investments that reduce emissions, promoting reduced vehicle miles travelled, and expanding use of conservation, alternative energy sources and energy management technology.

**Support reducing building energy.**

Coordinate work to **sequester and store carbon.**

**Address impacts** on water, land, infrastructure, health and the economy.

Address siting and planning for relocation of hazardous industries away from the **500-year floodplain.**

Address impacts to **vulnerable populations and areas disproportionately affected by climate change.**

## WHAT'S IN THE POLICIES

The Kitsap County CPPs work to advance regional policies and objectives for climate change:

- ☑ Updated policies to focus growth in the urban growth area, centers and near high-capacity transit (NE-8a)
- ☑ Policies support recognizing and implementing actions to achieve state and regional emission reduction goals. (NE-8f)
- ☑ Expanded policies to plan for impacts from climate change, including sea level rise, flooding, wildfire hazards and urban heat. (NE-8e)

## DISCUSSION

- MPP-CC-10 calls for addressing rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain. The CPPs do not address this policy area, but countywide coordination and local plans should address how climate change may impact the siting and relocation of these facilities.

## Land Use/Development Patterns

### SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

**Reduce disparities in opportunity** by supporting inclusive community planning, investments to expand opportunity, and strategies to mitigate displacement in centers and near high-capacity transit.

Implement the **Regional Centers Framework**.

**Maximize transit investments** through appropriate densities.

**Support center and station area planning.**

**Facilitate annexation and incorporation**, support joint planning, and affiliate unincorporated areas.

**Reduce rural growth** over time, ensure long-term **integrity of resource lands** and avoid conversion to other uses.

**Prioritize reducing health disparities** and improving outcomes.

**Avoid incompatible uses** near airports, military installations, manufacturing/industrial centers and Tribal reservation lands.

**Address impacts on culturally significant sites and Tribal treaty** fishing, hunting and gathering grounds.

### WHAT'S IN THE POLICIES

The Kitsap County CPPs work to advance regional policies and objectives for Land Use/Development Patterns:

- ☒ Policies to implement the Regional Centers Framework, including detailed criteria and procedures to designate centers and a list of candidate countywide centers. (Element C, Appendix C & D)
- ☒ Policies support maintaining distinct urban identities with open space and natural features, promoting tiering and phasing of infrastructure within the urban growth area and promoting the efficient use of urban areas. (CWA-h)

### DISCUSSION

- VISION 2050 includes policy direction for the county and cities to actively encourage and identify strategies to facilitate annexation (MPP-RGS-16). While the CPPs include important guidance on joint planning and the goal to annex or incorporate urban unincorporated areas, the policies would benefit from updated language to emphasize strategies and steps to remove barriers and actively encourage annexation.

## Housing

### SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

**Increase housing production opportunities** to address supply, including diverse types and styles.

**Address housing affordability needs**, with an emphasis on housing near transit and in centers.

**Promote jobs-housing balance** by providing housing choices accessible to workers.

Expand **moderate-density housing** capacity.

Address **residential displacement**.

### WHAT'S IN THE POLICIES

The Kitsap County CPPs work to advance regional policies and objectives for housing:

- ☒ Policies to address the full range of household income and housing types, including expanding zoning for middle-density housing and incentivizing a range of housing types, including transitional and supportive housing. (AH-2 – 3)

- ☑ New policy to develop a range of strategies to mitigate physical, economic and cultural displacement of low-income households as future growth occurs. (AH-6)
- ☑ Support for strategies for affordable housing in cities and urban unincorporated areas, including preservation and rehabilitation of existing housing, providing a range of housing types, providing mechanisms to help people purchase housing, and a range of regulatory strategies to incentivize affordable housing. (AH-4)

#### DISCUSSION

- The county has adopted population targets and is beginning work to translate those targets to housing units. Housing targets are a critical implementation step for VISION 2050 and HB 1220 (2021). PSRC is available to provide data or support for this process as needed.

## Economy

#### SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

**Support recruitment and retention** to foster a positive business climate.

**Focus employment growth in centers.**

**Support industry clusters** recognized in the Regional Economic Strategy.

**Promote environmentally and socially responsible** business practices.

Expand **access to opportunity and remove barriers** for economically disconnected communities.

Support and empower **contributions of culturally and ethnically diverse communities.**

Address **commercial displacement.**

#### WHAT'S IN THE POLICIES

The Kitsap County CPPs work to advance regional policies and objectives for the economy:

- ☑ New policy to foster targeted economic growth in areas with low and very low access to opportunity to improve economic access and opportunity for current and future residents. (ED-4)
- ☑ Policies support coordination across government agencies to promote economic vitality and equity across Kitsap County. (ED-2a – b)
- ☑ Policies to support a more diverse economy in Kitsap County, along with providing a spectrum of jobs and providing opportunities for all segments of the community. (ED1a – g)

#### DISCUSSION

The certification review found the CPPs to be generally aligned with the economy policies of VISION 2050.

## Transportation

#### SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

**Prioritizing improvements** that support the Regional Growth Strategy, centers and high-capacity transit areas.

**Maintain and preserve** the transportation system.

**Manage demand** and support alternatives to driving alone.

**Identify stable and predictable funding sources** and pursuit of alternative transportation financing.

Strategies and actions for changes in **transportation technologies and mobility.**

**Racial and social equity** as a core objective in transportation improvements, programs and services.

**Provide mobility choices** for people with special needs.

**Promote human health** and the state's goal of zero deaths and serious injuries.

**Support the economy** and the movement of people and goods.

## WHAT'S IN THE POLICIES

The Kitsap County CPPs work to advance regional policies and objectives for transportation:

- ☑ Policies to minimize impacts on the natural environment and human health, including capital programs to encourage alternatives to single-occupant vehicles, support public education about pollution and best management practices throughout the life of transportation facilities. (T-3)
- ☑ Strategies to encourage alternatives to single-occupant vehicles, including improving transit access, providing bicycle and pedestrian facilities, managing parking, implementing Complete Streets standards and other approaches to Commute Trip Reduction. (T-2)
- ☑ Policies addressing compatibility between land use and transportation facilities, including not using new road improvements as a catalyst for land use intensification, managing access on new transportation facilities outside the urban growth area, and using comprehensive plans and development regulations to ensure development does not create demands on capacity of the transportation system. (T-8)

## DISCUSSION

- VISION 2050 continues the regional policy to prioritize transportation investments in centers and near transit, where growth is most likely to occur. The CPPs and countywide coordination should prioritize countywide and local transportation investments at countywide centers, high-capacity transit areas with a station area plans (such as ferries and bus rapid transit stops) and other local centers. County-level and local funding are also appropriate to prioritize to regional centers. Local plans can support these goals by coordinating on connecting roads and transit between and within centers and station areas. (MPP-RC-8)

## Public Services

### SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

- Protect and enhance the environment and public health** when providing services and facilities.
- Coordinate planning for services and facilities** to support the Regional Growth Strategy.
- Provide guidance to locate urban services** and regional facilities in urban areas and appropriately scale rural facilities.
- Serve new development** within urban areas with sanitary sewer and replace failing septic systems.
- Consider impacts of climate change** on public facilities.
- Plan for affordable and equitable access to public services**, especially to underserved communities.
- Encourage interjurisdictional coordination** of public safety and emergency management.
- Locate community facilities and services in centers and near transit.**
- Work with school districts** on siting, design and strategies to provide adequate urban capacity.

## WHAT'S IN THE POLICIES

The Kitsap County CPPs work to advance regional policies and objectives for public services:

- ☑ Updated policies on public capital facilities, including equity considerations in the siting of new facilities (Element G)
- ☑ Clear policies on the siting of essential public facilities (CF-10 – 15)
- ☑ Policies to promote affordability and equitable access to public capital facilities, including those communities that have been historically underserved, as well as considering disproportionately burdened communities when siting facilities (CF-4 – 5)

## **DISCUSSION**

- VISION 2050 includes expanded emphasis on regional coordination in planning. The CPPs do not include guidance for jurisdictions to work with school districts on school siting and design, consistent with MPP-PS-26, 28. The CPPs and local plans should address coordination with school districts.

## **Conclusion and Next Steps**

PSRC thanks Kitsap County and its cities for working through the plan review and certification process for the CPPs. The policies effectively address regional requirements for countywide planning policies, demonstrate consistency with VISION 2050 and are recommended for certification.

For additional information regarding this certification report, please contact Liz Underwood-Bultmann at [LUnderwood-Bultmann@psrc.org](mailto:LUnderwood-Bultmann@psrc.org).



## Puget Sound Regional Council

### CONSENT AGENDA

April 6, 2023

**To:** Transportation Policy Board

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

**Subject:** **Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the City of Sumner's Stewart Road Corridor Completion: White River Bridge Project**

### IN BRIEF

The City of Sumner has submitted a request to change the status of the Stewart Road Corridor Completion: White River Bridge Project from "Candidate" to "Approved." Per PSRC's adopted procedures, requests to change a project status require Board action.

### RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board authorize a change in project status for the City of Sumner's Stewart Road Corridor Completion: White River Bridge Project from "Candidate" to "Approved."

### DISCUSSION

The Regional Transportation Plan contains policies requiring PSRC's Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in the Regional Transportation Plan are designated as Candidate, Approved, or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but one or more of the following has not yet been completed: environmental documentation and approvals, financial plan, and/or other planning requirements. A project's status is changed to Approved once these requirements have been met. Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final signatures on its environmental documentation but has completed all other requirements, the Executive Board may grant



Conditional Approval. Once the final details have been completed, staff have the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

This project will replace the existing two-lane bridge over the White River at Stewart Road. The existing bridge will be removed, and a new bridge will accommodate four lanes of traffic and a separated shared use path on the north side of the roadway. Adjacent intersections at Butte Avenue and 140th Street Court East will be modified to accommodate the new roadway grade and lane configurations.

Table 1 provides additional details of the project, including the criteria used to review the project for the requested status change.

**Table 1: Project Details and Review Criteria**

<b>Review Criteria</b>	<b>Stewart Road Corridor Completion: White River Bridge Project</b>
<b>Total Project Cost</b>	\$35,188,885
<b>Consistency with Regional Policies</b>	This project is consistent with regional policy.
<b>Benefit-Cost Analysis</b>	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.
<b>Environmental Documentation</b>	NEPA DCE (Documented Categorical Exclusion) was issued in December 2022. SEPA DNS (Determination of Non-Significance) was issued March 2023.
<b>Other Planning Requirements</b>	The City of Sumner has executed an Interlocal Agreement with Pierce County, an agreement with Puget Sound Energy is pending, and Pierce County and City of Sumner shoreline permits are expected to be granted in Spring 2023.
<b>Financial Feasibility</b>	The project is fully funded with \$16,561,339 of federal funds, \$9,700,000 of state funds, and \$8,927,546 of local funds for a total cost of \$35,188,885 in 2023 year of expenditure dollars.
<b>Air Quality Conformity</b>	Approving this project will not change the region's air quality conformity determination.

For more information, please contact Mitch Koch at 253-356-5481 or [mkoch@psrc.org](mailto:mkoch@psrc.org).



## Puget Sound Regional Council

### CONSENT AGENDA

April 6, 2023

**To:** Transportation Policy Board

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

**Subject:** **Recommend Authorizing a Change in the Regional Transportation Plan Project Status for WSDOT's SR 9 and SR 204 Intersection Vicinity Improvements Project**

### IN BRIEF

WSDOT has submitted a request to change the status of the SR 9 and SR 204 Intersection Vicinity Improvements Project from "Candidate" to "Approved." Per PSRC's adopted procedures, requests to change a project status require Board action.

### RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board authorize a change in project status for WSDOT's SR 9 and SR 204 Intersection Vicinity Improvements Project from "Candidate" to "Approved."

### DISCUSSION

The Regional Transportation Plan contains policies requiring PSRC's Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in the Regional Transportation Plan are designated as Candidate, Approved, or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but one or more of the following has not yet been completed: environmental documentation and approvals, financial plan, and/or other planning requirements. A project's status is changed to Approved once these requirements have been met. Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final signatures on its environmental documentation but has completed all other requirements, the Executive Board may grant Conditional Approval. Once the final details have been completed, staff have the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

Improvements to the SR 9 and SR 204 intersection vicinity will be constructed in three stages and extend from SR 9 MP 15.12 to SR 9 MP 16.05. Stage I construction includes a new southbound through lane on SR 9 between Market Place and 4<sup>th</sup> Street SE. Stage I construction also converts the southbound right-turn pocket on SR 9 into a through lane between 4<sup>th</sup> Street NE and Market Place.

Stage II construction includes a new northbound through lane on SR 9 between Market Place and 4<sup>th</sup> Street NE, converting and extending the existing right-turn pocket on northbound SR 9 to a through lane between 4<sup>th</sup> Street SE and Market Place, right-turn pockets from westbound Market Place to northbound SR 9, from northbound SR 9 to 4<sup>th</sup> St NE and from southbound SR 9 to westbound Market Place.

Stage III construction includes two-lane roundabouts along SR 9 at the intersections of SR 204 and N Davies Road, and two mini roundabouts along Vernon Road at the intersections of 91<sup>st</sup> Avenue NE and N Davies Road. Other improvements include stormwater control, landscaping, signage, traffic control, pavement markings, lighting, and bicycle and pedestrian facilities.

Table 1 provides additional details of the project, including the criteria used to review the project for the requested status change.

**Table 1: Project Details and Review Criteria**

<b>Review Criteria</b>	<b>SR 9 and SR 204 Intersection Vicinity Improvements Project</b>
<b>Total Project Cost</b>	\$68,944,001
<b>Consistency with Regional Policies</b>	This project is consistent with regional policy.
<b>Benefit-Cost Analysis</b>	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.
<b>Environmental Documentation</b>	SEPA DNS (Determination of Non-Significance) was issued March 2022.
<b>Other Planning Requirements</b>	WSDOT and the City of Lake Stevens executed two Construction Agreements.
<b>Financial Feasibility</b>	The project is fully funded with \$68,944,001 of state funds in 2022 year of expenditure dollars.
<b>Air Quality Conformity</b>	Approving this project will not change the region's air quality conformity determination.

For more information, please contact Mitch Koch at 253-356-5481 or [mkoch@psrc.org](mailto:mkoch@psrc.org).



## Puget Sound Regional Council

### **ACTION ITEM**

April 6, 2023

**To:** Transportation Policy Board

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

**Subject:** **Regional Transportation Plan Project Amendments**

### **IN BRIEF**

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

Seven agencies have requested an amendment to the RTP for eight projects. More information is provided below and in Attachment A on the projects and the staff review, for recommended approval by the Transportation Policy Board.

### **RECOMMENDED ACTION**

The Transportation Policy Board should recommend the Executive Board adopt a minor amendment to the Regional Transportation Plan to reflect revisions to the Regional Capacity Project list as identified in Attachment A.

### **DISCUSSION**

The current RTP was adopted in May 2022. While PSRC is required by federal law to review and update the plan at least every four years, it is recognized that projects in the plan evolve and change over time. Opportunities are provided monthly for sponsors of Regional Capacity Projects<sup>1</sup> to request a change in project status to the Transportation

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<sup>1</sup> The majority of investments contained in the transportation plan are programmatic in nature, such as preservation,

Policy and Executive Boards, and minor administrative updates may be made as needed as long as they are consistent with the plan's air quality conformity finding. More substantive project revisions require either a minor or a major amendment to the plan.

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

Seven agencies have requested eight projects be amended into the RTP. These are either new projects not yet evaluated or modifications to the scope and cost of existing projects. As a reminder, the air quality conformity determination and the plan's financial strategy encompass the investments in the Constrained portion of the plan; the SEPA environmental analysis encompasses the full plan, including both Constrained and Unprogrammed. In order to proceed towards implementation, projects must be included in the Constrained plan.

Attachment A describes the requested project additions and changes. All requested revisions were reviewed per the adopted RTP administrative procedures ([Appendix D1](#)). For new projects, projects requesting to be moved from Unprogrammed to Constrained, or for scope changes to existing Constrained projects, this review includes the following: the project as described must be derived from a comprehensive planning process; all affected parties must be in agreement; and the project must respond to the RTP Prioritization questions covering the nine adopted measures. The requested amendments are also reviewed for consistency with the plan's adopted financial strategy and air quality conformity finding.

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

Regional transportation plans are required to conform to established state air quality plans.<sup>2</sup> As such, an assessment of the amendment's potential impact to the RTP's

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maintenance, operations, and local transportation investments. However, projects adding capacity to the regional system are required to be included on the Regional Capacity Projects List. [Thresholds](#) for all modes are identified to determine whether a project is programmatic or adding regional capacity.

<sup>2</sup> Air quality conformity must be addressed for areas designated by the U.S. Environmental Protection Agency as nonattainment or maintenance for specific pollutants. Within the Puget Sound region, there is currently a fine particulate matter (PM<sub>2.5</sub>) maintenance area. The region is in attainment of all other criteria pollutants. The State Implementation Plan for Air Quality (SIP) provides a blueprint of how these areas will meet and maintain the National

positive finding of air quality conformity was also conducted. Based on the location of the requested projects and the proposed revisions, the minor amendment to the plan will not impact the region's positive finding of air quality conformity.

Lastly, three of the requested projects add a significant amount of expenditure to the plan; to maintain the financially constrained status of the plan, these sponsors have identified existing projects to move from Constrained to Unprogrammed. The reasons for moving these particular projects, identified in Table 3 of Attachment A, have to do with the timing and priority of each project. Additional opportunities will be provided in the future to address any further project changes, either during the next full plan update or as part of a mid-cycle update.

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

Attachments:

A – Proposed Regional Transportation Plan Amendment – Project Details

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Ambient Air Quality Standards. Positive findings of conformity to the SIP are required for transportation plans and projects within these areas.

## ATTACHMENT A: PROPOSED REGIONAL TRANSPORTATION PLAN AMENDMENT - PROJECT DETAILS

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

Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
Bellevue	150th Avenue SE Mobility Improvements	Rechannelize 150th Avenue SE southbound to include a third travel lane from SE 28th Street to SE 38th Street; widen the 150th Avenue SE/Eastgate Way intersection to add a second northbound left turn pocket on 150th Avenue SE and second westbound receiving lane on Eastgate Way; widen the 150th Avenue SE/SE 37th Street intersection to add a second westbound left turn pocket on SE 37th Street and a second eastbound right turn pocket from the I-90 off ramp to 150th Avenue SE as well as eliminate the unnecessary eastbound left turn option on this leg; provide widening and channelization improvements along SE 37th Street from 150th Avenue SE to the I-90 eastbound on-ramp; re-channelize and add turn lane extensions on the 150th Avenue SE I-90 overpass; and provide intersection re-channelization and signal enhancements at the intersection of 150 <sup>th</sup> Avenue SE and SE 38th Street.	\$12,500,300  Project is fully funded	2027	57
Kent	Willis Street Enhanced Pedestrian Crossing at 2nd Ave S with Road Diet	Convert the existing 4-lane section of Willis Street (SR 516) in downtown Kent to 3 lanes plus barrier curb, by converting the inside westbound lane to a median refuge with Rectangular Rapid Flashing Beacon pedestrian crossing at 2nd Ave S.	\$901,400  Project is fully funded	2025	59
Port of Seattle	Airport Access Improvement and Congestion Reduction Project	The project will provide dedicated access to the Parking Garage and Ground Transportation Center by adding two travel lanes to the North Access Expressway (NAE). The NAE is the only principal arterial that delivers travelers to SEA's Terminal, Parking Garage, and Ground Transportation Center.	\$88,752,600  Project will be funded with current and future airport revenue bonds and/or federal grants	2026	42

Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
Seattle	NE 130th St Station: Corridor Access & Safety Improvements	The project will provide areawide multimodal transit access and safety improvements around the NE 130th St light rail station. The project includes a phased series of planned and potential lane reconfigurations on select roadway segments to calm traffic and improve safety along the corridor. Lane conversions will impact roadway capacity along this principal arterial to accommodate enhanced bike facilities and in-lane bus stops. Some of the roadway segments to be rechannelized are confirmed, along NE 130 <sup>th</sup> and Roosevelt Way NE, while others will be evaluated for potential inclusion through the design process (along NE 125 <sup>th</sup> ). Safety measures and multimodal enhancements are also being evaluated, e.g., new and improved transit stops and amenities, pedestrian crossing improvements, signal improvements, bicycle facilities, etc.	\$18,000,000  45% currently funded; future funding anticipated from partner agencies and state grants	2026	51
Seattle	Aurora Avenue Corridor Improvement Project	Enhance safety and efficiency for active transportation users, freight operations and transit services, including the RapidRide E Line in partnership with King County Metro, with multi-modal capital improvements along a 7.6 mile segment of the SR99/Aurora Ave N corridor between Harrison St and N 145th St. This project will explore capacity reduction along the entire corridor alongside additional speed and reliability measures, roadway reconstruction, ITS and safety improvements and pedestrian, bike and freight improvements.  Project elements being evaluated for inclusion throughout the corridor include new and upgraded sidewalks, new traffic signals at priority intersections, upgraded pedestrian crossings, new roadway and pedestrian-scale lighting, lane	\$425,000,000  \$52 million currently funded; see Table 3 to address financial constraint	2038	71



Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
		<p>reconfigurations, street trees and landscaping, new medians and access management. Pending further analysis and planning, final design could also potentially include lane conversions that reduce vehicular capacity along the principal arterial corridor to accommodate new or expanded BAT lanes and/or separated bicycle facilities, such as protected bike lanes.</p> <p>The project will also require upgrades to the existing undersized drainage system within the Densmore Drainage Basin to improve the management of stormwater runoff on the corridor and prevent flooding within the drainage basin. Required drainage upgrade costs, cost-share and scope details are still being defined and will be addressed separately in partnership with Seattle Public Utilities.</p>			
Shoreline	175th Street (5th Ave NE to 15th Ave NE)	Project will restripe the existing 4-lane roadway to a 3-lane roadway (1 lane in each direction and a center turn lane), add bike lanes, and add pedestrian crossing improvements.	\$812,000	2027	35

**Table 2: Requested Revisions to Existing Constrained Projects**

Table 2A, Renton

Lake Washington Loop Trail, Project ID 4296

Splitting the project into two segments, and updating the scope and cost

Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
Lake Washington Loop Trail	1.3 miles of pedestrian and bicycle facilities to complete a gap in the Lake Washington Trail system, including a 12-foot wide path, landscaped buffer, pedestrian ramps, pedestrian level lighting, signage	From: \$28,600,000 To: \$5,413,300	From: 2025 To: Completed	62

Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
	and pavement markings. From Rainier Avenue S/Airport Way to Logan Ave N/Cedar River Trail junction.			
Rainier Avenue North Corridor Improvements Phase 5	Project elements include widening the sidewalk on the west side of the street, adding pedestrian-scale illumination, and completion of the final phase of the Lake Washington Loop (multi-use) Trail in Renton. North of NW 3rd Place there is excess northbound road capacity, and the project will remove one of the two northbound lanes on Rainier Avenue N.	\$26,000,000	2031	42

Table 2B, WSDOT

I-5 @ SR 18/SR 161 (Triangle) Phase 2, Project ID 5535

Updating the scope, cost and completion year

Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
I-5 @ SR 18/SR 161 (Triangle) Phase 2	From: This project modifies the I-5/SR 18/SR 161 interchange by constructing a southbound Collector-Distributor lane from SB I-5 to the intersection of 359TH ST and 356TH St along SR 161 and makes other interchange modifications, to improve congestion and safety.	From: \$85,000,000	2026	56
	To: This project modifies the I-5/SR 18/SR 161 interchange by constructing a southbound Collector-Distributor lane from southbound I-5 to the intersection of 359th St and 356th St along SR 161, constructing a northbound I-5 auxiliary lane, a two-lane ramp from northbound I-5 to eastbound SR 18, and other interchange modifications, to improve congestion and safety. This project will also correct about 12 fish barrier culverts and constructs a multi-lane roundabout at the intersection of SR 161/S 356th St/16th Ave S.	To: \$210,000,000  See entry in Table 3 to address financial constraint	2028	57

**Table 3: Moving Constrained Projects to Unprogrammed**

For financial constraint balancing

<b>Plan ID</b>	<b>Sponsor</b>	<b>Project Title</b>	<b>Project Cost \$2022</b>	<b>Completion Year</b>
4092	Seattle	RapidRide E Line	\$164,484,500	2040
5634	Seattle	Seattle Central Business District ITS	\$133,598,400	2024
5635	Seattle	SODO Area ITS	\$125,248,500	2025
		<i>Seattle subtotal</i>	<i>\$423,331,400</i>	
4198	WSDOT	I-5 @ Lake City Way	\$92,998,000	2030



## Puget Sound Regional Council

### **ACTION ITEM**

April 6, 2023

**To:** Transportation Policy Board

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

**Subject:** **2023 Project Tracking and Delivery**

### **IN BRIEF**

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

Information is provided below on four action items being brought to the board related to 2023 project tracking and delivery: projects requesting an extension per adopted policy; a requested exception to the adopted project tracking policies; a proposed addition to the policies to support delivery on an annual basis; and a supplemental funding action required to meet the 2023 delivery target.

### **RECOMMENDED ACTION**

The Transportation Policy Board should recommend the Executive Board approve the actions related to 2023 project tracking and delivery as detailed in Attachments 1-4.

### **DISCUSSION**

PSRC has been monitoring the progress of projects awarded PSRC's federal funds through a project tracking system first implemented in 2000. The adopted project tracking policies are designed to ensure the timely use of PSRC funds and to increase the delivery of transportation investments that support the region's long-range plans. The project tracking program has evolved over the years to ensure the successful delivery of projects by addressing issues of delayed projects and the potential risk of losing unused funding. This evolution has included responding to the annual delivery target requirement begun in 2013 for all regions of the state. Regions must meet their delivery target for each year's FHWA funds or risk losing the unused portion of funds to other parts of the state.

To recognize the increased emphasis on project delivery, the current project tracking policies provide a firm obligation deadline of June 1<sup>st</sup> of each year, with the possibility of a one-time extension to the next federal fiscal year. In addition, the policies include the prioritized strategies listed below that are implemented when there are not enough projects able to deliver in a given year, and additional measures need to be taken in order to meet the required annual delivery target.

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

Strategies 1 and 2 work with projects that have already been awarded PSRC funds and can help the region meet the target with no overall increase of funding. When these strategies are exhausted, Strategies 3 through 5 are implemented as necessary, to award new funds to immediately ready to go projects.

### Project Extension Recommendations

The project tracking policies have evolved over the years to ensure the successful delivery of projects by addressing issues caused by project delays and the potential risk of losing unused funding. However, the policies recognize the challenges to project delivery, and a provision is included to allow short-term extensions for delayed projects. This provision has varied over the years to establish guidelines for allowable reasons for delays and the time allowed for the extension.

The [adopted policies](#) allow sponsors to request one of two possible extensions. The first provides a 45-day extension to allow for those projects that need a bit more time past the original June 1<sup>st</sup> deadline but do not need until the end of the calendar year to deliver. These extensions would remain within the current fiscal year and minimize any impact on the delivery target. The second extension allows more time for those projects that are facing a greater delay, outside of the reasons noted in the policies for which an extension would not be granted. These projects would receive a one-year extension that requires approval by PSRC's boards.

PSRC staff has reviewed the requested extensions for 2023 in collaboration with the Washington State Department of Transportation and the chairs of the Regional Project Evaluation Committee and the four countywide transportation forums. A very thorough and detailed review of every project is conducted, with an assessment of each request's consistency with the adopted project tracking policies. All but two of the one-year extension requests are recommended for approval. A summary of each project and the reason for the delay, as well as the reasons behind the recommendation to deny two of the requests, is included in Attachment 1.

### Project Exception Request

The adopted project tracking policies also include provisions for when agencies may request an exception. These exception requests are evaluated on a case-by-case basis and fall under the following parameters: the phase in question remains fully funded, can be implemented within six months of board action, and there is a compelling need for the exception. In general, exceptions may be granted when the reason is outside the control of the sponsoring agency.

Kitsap Transit has requested an exception to the adopted project tracking policies for the National STEM School project. The exception request is for additional time above and beyond the one-year extension already granted for the project, due to unforeseen and lengthy delays related to reviews by the U.S. National Marine Fisheries Service. In collaboration with the chairs group referenced above, this request is recommended to be approved and an additional six months beyond the extended deadline granted. Additional details are provided in Attachment 2.

### Recommendation for Policy Addition

For the first time, in 2022 the region did not meet its annual FHWA delivery target. Under these circumstances, each region has an additional year before any funds are revoked – i.e., this year PSRC must meet its 2023 delivery target plus the amount of the 2022 target not met; if the combined target amount is not met, the unused portion of funding will be redistributed to other areas of the state.

The rebalancing process described above was conducted in 2022 and a supplemental funding action taken to ensure any gaps were being filled from extension requests and returned funding. This process is completed every year by June, to meet an August state deadline for the delivery target. However, there were two unexpected occurrences after June of last year that caused the region to fall short of the delivery target – two projects that were expected to deliver by the deadline did not, and several projects returned a high and unanticipated amount of funding that was discovered in late summer.

The rebalancing steps in the adopted project tracking policies are designed to address gaps in delivery prior to June of each year, resulting in a suite of projects that will subsequently move forward to meet or exceed the target by the end of the federal fiscal year. Due to the processing time and state and federal requirements for obligating federal funds, there is not available time after June for any further supplemental funding actions to new phases or projects. The policies do not currently provide PSRC staff with any additional tools beyond the June timeframe to address any unexpected gaps in delivery.

PSRC has been working with a Project Delivery Working Group comprised of members of RPEC and the four countywide transportation forums over the last several months to develop a recommendation for such an emergency tool. Should an unforeseen gap in

delivery be discovered in the June through August timeframe, the tool would allow PSRC – under the authority of the Executive Director – to quickly backfill the gap without requiring further board action or additional processing time. This would only be used in an emergency situation, when a gap is discovered after the normal policies and procedures as identified elsewhere in this memo.

Details of the recommendation from the Project Delivery Working Group, which has also been recommended by the Regional Project Evaluation Committee, are included in Attachment 3.

### Supplemental Funding Action

Based on the extension requests identified in Attachment 1, as well as funds returned from cancelled projects or projects needing less funds than originally anticipated, there is a gap to achieving the 2023 delivery target. Over the last several months, staff has worked through each of the adopted prioritized strategies identified above. Several sponsors were able to assist the region by advancing their projects from later years into 2023, as described under strategy 1. No project candidates were available under strategy 2, so sponsors of projects on the adopted contingency list were contacted to determine if their projects were immediately ready to go per strategy 3. There were more available projects than needed to fill the gap, so the adopted procedures regarding the percentages by forum were followed. Per past practice, a buffer amount above the delivery gap is included to mitigate any additional return of funds or canceled projects that may impact delivery totals. This year the buffer amount is higher than has been included in previous years.

Attachment 4 identifies the recommendations to immediately ready to go contingency projects, by forum. Information on the full contingency lists by forum may be found on PSRC's [project selection](#) web pages.

### Summary of Actions

At the April 13<sup>th</sup> meeting, the Transportation Policy Board will be asked to take four distinct actions as described above and in Attachments 1-4:

1. Project Extension Recommendations
2. Project Exception Request
3. Recommendation for Policy Addition
4. Supplemental Funding Action

With these actions, there is every expectation that the 2023 delivery target will be met or exceeded, and tools put into place to quickly and efficiently address any unexpected occurrences that result in an additional delivery gap.

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

## Attachment 1: Project Extension Recommendations

### 1-Year Extensions Recommended for Approval

Sponsor	Project Title	Award Amount	Phase	Summary of Reason for Delay
Bainbridge Island	Eagle Harbor Dr Ph1 Shoulder Improvements	\$735,000	Construction	Expanding scope and combining projects to leverage resources and economies of scale.
Covington	SR 516 and Covington Way Intersection Improvements	\$1,069,000	Right-of-Way	State-requested scope change from traffic signal to roundabout, which led to project delays.
Edmonds	76th Ave. W @ 220th St. SW Intersection Improvements	\$387,500	Right-of-Way	Scope change to reduce right-of-way impacts, reduce creation of impervious services, and provide shorter pedestrian crossings delayed project. This project also includes a scope change, with a proportional return of \$143,500 of PSRC funds.
King County	S 360th St at Military Road South Intersection Improvement	\$2,703,125	Construction	Design process was extended to address complex drainage design and wetland factors, resulting in a more significant ROW acquisition plan.
Kitsap County	STO - Port Gamble Trail A, B, & D	\$1,992,162	Construction	Changes to environmental determinations and design necessitated changes to scope of the project. The scope change includes a proportional return of \$564,912 of PSRC funds.
Lake Stevens	Main Street Improvements Project	\$2,580,000	Construction	Delayed sewer mainline construction and recent construction in the corridor triggered a change in scope of the project and major modifications to construction plans. This project also includes a scope change, with a proportional return of \$620,380 of PSRC funds.
Lakewood	Steilacoom Blvd. SW Improvements: 83rd Av. SW to Weller Rd. SW	\$1,500,000	Construction	Delays encountered during right-of-way process.
Lynnwood	42nd Avenue W Improvements Segment 1	\$3,000,000	Right-of-Way	Delays due to historic preservation regulations.
Marysville	156th ST NE Corridor Improvements	\$1,003,412	Construction	Delays due to environmental regulations.
Marysville	53rd and 61st Intersection and Shared-Use Path Improvements	\$655,419	Construction	Delays encountered during right-of-way process.
Milton	Interurban Trail Connection	\$64,875	Right-of-Way	Delays related to right of way and environmental review and alignment with a WSDOT fish barrier removal project.
Port of Everett	SR529/W Marine View Dr. Bulkhead	\$1,500,000	Construction	Project encountered delays in obtaining Corps of Engineers permit due to delays in the National Marine Fisheries Service (NMFS) consultation process.



Poulsbo	Noll Road North Segment 3A	\$900,000	Construction	Additional ROW needs were identified during design phase that have delayed the project.
Seattle	Transportation Demand Management and Wayfinding Expansion	\$1,210,000	Construction	Delays due to external agency coordination and DBE requirements.
Snohomish County	36th/35th Ave W Phase 1: 164th St SW to 156th St SW	\$2,580,000	Construction	Delays in right-of-way property negotiations.
Stanwood	Viking Way Phase 2	\$865,000	Construction	Delays due to environmental reviews and regulations.
Tacoma	Water Ditch Trail Phase IIIA	\$2,273,631	Construction	Right-of-way and court scheduling delays.
University Place	35th Street Phase 2	\$2,125,000	Construction	Delays in right-of-way property negotiations.
WSDOT	SR 99/SR 516 to S 200th St - Paving & ADA Compliance	\$1,000,000	Construction	Additional right-of-way needs identified during design.
<b>TOTAL:</b>		<b>\$28,144,124</b>		

### 1-Year Extensions Recommended for Denial

Sponsor	Project Title	Award Amount	Phase	Reason for Denial
Mountlake Terrace	Veterans Memorial Park Trail Light Rail Access	\$577,581	Construction	The city has experienced staffing shortages over the last several years, and during the pandemic additional grace was provided to sponsors. The staffing issues continued through mid-last year, but based on additional information and review it was felt that work on this project could and should have begun earlier in order to meet the schedule and deadline for the funds. Continued staffing shortages as a reason for delay, or work not begun in a reasonable time to meet the deadline, are not consistent with the adopted project tracking policies.
Seattle	4th Ave Protected Bike Lane	\$1,900,000	Construction	Reason for delay is primarily shifting priorities within the agency, including internal decisions related to pursuing an alternate scope, which is not consistent with the adopted project tracking policies. <i>However -- the city has indicated they can meet the original June 1st deadline and move forward on the original scope of the project as awarded, at a lower amount of approximately \$1.3m, returning the balance of approximately \$600,000. They will pursue their additional scope elements with local funds at a future date.</i>
<b>TOTAL:</b>		<b>\$2,477,581</b>		

**45-Day Extensions (information only)**

Sponsor	Project Title	Award Amount	Phase
Seattle	Transportation Demand Management and Wayfinding Expansion	\$2,400,000	Other
Seattle	Georgetown to South Park Trail	\$1,500,000	Construction
Shoreline	SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$4,920,000	Construction
Shoreline	148th Street Non-Motorized Bridge (Phase 2)	\$2,500,000	Right-of-Way
Steilacoom	Old Military Road Pavement Preservation	\$750,000	Construction
Sumner	Fryar Avenue Shared Use Trail	\$655,143	Right-of-Way
Tacoma	J Street Bicycle Boulevard	\$2,500,000	Construction
TOTAL:		\$15,225,143	

## **Attachment 2: Project Exception Request**

The following project was granted a 1-year extension for its construction phases in 2022. The project is unable to obligate by June 1, 2023 due to the reasons provided below, and is requesting that the Board grant an exception to the adopted Project Tracking Policies and allow an additional extension.

### **Kitsap County – National STEM School**

#### **Project Scope**

- Add a sidewalk and bike lane on the west side of National Ave. from vicinity of Arsenal Way to vicinity of Preble St. (approx. 1,229 feet).
- Extend the southbound right turn lane on National Ave. at Loxie Eagans Blvd. (approx. 176 feet) and optimize signal timing at intersection.
- Close L St. vehicle access to National Avenue to reduce ped/vehicle conflicts near the interchange.
- Pavement overlay and ADA renovation (as needed) on National Ave. -vicinity of Charleston Beach Rd. to vicinity of 1st St. (City Limits), (approx. 5,027 feet).
- Pavement overlay and ADA renovation (as needed) on Loxie Eagans Blvd. -vicinity of City Limits to vicinity of Arsenal Way (approx. 1,880 feet)

#### **Phase with Extension Request**

Construction

PSRC funds = \$1,848,752

Local funds = \$300,000 Local

#### **Reason for Request**

The County is requesting an additional extension due to continued unanticipated delay in receiving National Environmental Policy Act (NEPA) approval. Consultations with the National Marine Fisheries Service (NMFS) are on continued hold as NMFS is in the process of implementing a policy shift concerning stormwater draining to Puget Sound.

Washington State Department of Transportation (WSDOT) Local Programs and Federal Highway Administration (FHWA) have reviewed the Biological Assessment (BA) for this project. WSDOT initiated informal Endangered Species Act (ESA) consultation with NMFS and US Fish and Wildlife Service (USFWS) on September 16, 2021. USFWS issued a Letter of Concurrence on February 16, 2022. As of the last communication with WSDOT Local Programs dated January 9, 2023, NMFS has not completed review of the BA.

The County does not anticipate any changes to the scope of the project as a result of the BA consultation from NMFS. However, NEPA cannot be submitted until the letter of concurrence from NMFS has been provided. PE and ROW certification cannot be completed until NEPA has been approved. The County is requesting an additional extension to allow for the unknown timing of the NMFS BA consultation approval.

**Recommendation**

PSRC staff, in coordination with WSDOT and the RPEC and Countywide chairs, determined that the reasons for this request are consistent with the adopted project tracking policies for exceptions and recommend approval. The BA was submitted, and ESA consultation initiated, well in advance of the project's original obligation deadline. The County has worked to keep the project moving forward, and the emergent nature of the issue (NMFS delays) is outside the sponsor's control. Policies require a compelling need and the phase must be able to be implemented within six months of board action. In this case, it is recommended that the six-month clock begin after the end of the current extension deadline; the new deadline would therefore be December 1, 2023. Any extended date beyond that would be outside the adopted policies and up to the Board to determine.

### Attachment 3: Proposed Policy Addition

#### **REGIONAL PROJECT EVALUATION COMMITTEE / PROJECT DELIVERY WORKING GROUP RECOMMENDATION PSRC'S EMERGENCY POST-JUNE FISCAL YEAR DELIVERY TOOLS**

Prior to June, PSRC will continue to utilize the adopted 5-step rebalancing process to fill the known delivery gap from project extensions, fund returns, etc. This includes Strategy 4, which allows an increase to the federal share of PSRC awarded phases in current fiscal year projects, as needed.

*A recommendation is made to modify the application of Strategy 4 by utilizing absolute dollar amounts rather than using a percentage basis.*

#### Emergency Tool Recommendation:

If unexpected delivery needs arise after the rebalancing exercise concludes (generally after June), the following steps would be utilized (in priority order):

1. Revisit the federal shares of current year obligated projects, for additional capacity beyond what might have been done during the initial rebalancing exercise pre-June.
  - *Note: PSRC will follow all applicable state and federal rules regarding increases / revisions to project funding that can be accomplished administratively, rather than through a full STIP amendment.*
2. Revisit the federal shares of prior years' projects—starting with one year prior and going back to each preceding year as needed—for additional capacity.

*Note: Due to the final deadlines for FTA flex transfers, transit projects are not a likely option for the emergency toolkit.*

**Attachment 4: Supplemental Funding Action**

**Recommended Distribution of FHWA Funds to Immediately Ready-to-Go Projects on the Adopted Contingency Lists\***

Sponsor	Project Title	Phase	Score	Amount Requested for Phase	Recommended Contingency Funding Amount
<b>FHWA Regional</b>					
WSDOT	SR 509 Extension Project Stage 2 (Final Stage) Local Commitment	Construction	62	\$ 3,000,000	\$ 3,000,000
Pierce County	Canyon Rd. E. (72nd St. E to Pioneer Way E. )	Preliminary Engineering/ Design	56	\$ 2,000,000	\$ 2,000,000
Shoreline	State Route 523 (N/NE 145th St) Aurora Ave N to I-5, Phase 2 (Corliss Ave to Wallingford Ave)	Right-of-Way	55	\$ 5,480,000	\$ 5,480,000
Arlington	180th Street Connector	Preliminary Engineering/ Design	46	\$ 482,678	\$ 482,678
				<b>SUB-TOTAL:</b>	<b>\$ 10,962,678</b>
<b>King Countywide</b>					
Bellevue	120th Avenue NE (Stage 4) NE 16th Street to Northup Way Multimodal Corridor Completion S	Right-of-Way	65	\$ 3,820,000	\$ 3,820,000
Bellevue	Bellevue College Multimodal Connector	Preliminary Engineering/ Design	64	\$ 2,125,000	\$ 2,125,000
Redmond	Adaptive Signals (Downtown Vicinity)	Construction	59	\$ 1,000,000	\$ 1,000,000
Seattle	80th St and 85th St ITS Corridors	Preliminary Engineering/ Design	58	\$ 845,000	\$ 845,000
Auburn	Lea Hill Road/104th Avenue SE Roundabout	Preliminary Engineering/ Design	55	\$ 476,000	\$ 476,000
King County Roads	Berrydale Bridge #3086OX Corridor Safety Improvement Project	Preliminary Engineering/ Design	49	\$ 3,717,500	\$ 3,717,500
				<b>SUB-TOTAL:</b>	<b>\$ 11,983,500</b>
<b>Kitsap Countywide</b>					
Kitsap Transit	Johnson Road Park and Ride	Preliminary Engineering/ Design	Rank 2	\$ 1,500,000	\$ 1,390,000

<b>SUB-TOTAL: \$ 1,390,000</b>					
<b>Pierce Countywide</b>					
Sumner	Rivergrove Community Pedestrian Bridge	Preliminary Engineering/ Design	42	\$ 500,000	\$ 500,000
Lakewood	Military Rd. SW Edgewood to 112th	Preliminary Engineering/ Design	37	\$ 311,400	\$ 311,400
Sumner	Tacoma Ave Overlay and Intersection	Preliminary Engineering/ Design	37	\$ 328,700	\$ 328,700
<b>SUB-TOTAL: \$ 1,140,100</b>					
<b>Snohomish Countywide</b>					
Marysville	67th Ave NE & 52nd St NE Intersection Improvements	Preliminary Engineering/ Design	53	\$ 240,000	\$ 240,000
<b>SUB-TOTAL: \$ 240,000</b>					
<b>Transportation Alternatives Program</b>					
Seattle	Pioneer Square Historic Areaway Restoration, Phase 1	Preliminary Engineering/ Design	78	\$ 350,000	\$ 350,000
Pierce County	159 St. E. (SR-7 to 3rd Ave. Ct. E.)	Right-of-Way	72	\$ 1,077,790	\$ 1,077,790
Edgewood	Interurban Trail Phase III (Jovita Canyon)	Preliminary Engineering/ Design	70	\$ 441,150	\$ 441,150
Maple Valley	SR 169 Pedestrian Bridge at SE 258th ST	Preliminary Engineering/ Design	56	\$ 878,148	\$ 878,148
North Bend	Tanner Trail Extension Project	Preliminary Engineering/ Design	54	\$ 182,760	\$ 182,760
<b>SUB-TOTAL: \$ 2,929,848</b>					
<b>TOTAL RECOMMENDED FUNDING TO CONTINGENCY LIST PROJECTS \$ 28,646,126</b>					

\* Given the increase in PSRC's TAP allocations, funds were recommended first to all immediately ready to go projects on the TAP contingency list. Per adopted procedures, the balance of the needed funding to fill the gap was then proportionally split 50/50% between the regional and countywide contingency lists, with the countywide contingency amounts based on their respective population shares. Not every countywide forum had enough projects to meet the available funding, and in that circumstance available funds were then recirculated based on the same distribution procedures.



## Puget Sound Regional Council

### **DISCUSSION ITEM**

April 6, 2023

**To:** Transportation Policy Board

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

**Subject:** **Climate Change Implementation Strategy**

### **IN BRIEF**

The Transportation Policy Board has been briefed over the last several months on the 2030 climate analysis called for in the Regional Transportation Plan (RTP). This work has included an analysis of greenhouse emissions from the RTP in 2030, as well as sensitivity tests to evaluate potential additional strategies towards meeting the region's climate goals.

At the meeting on April 13, 2023 the board will be briefed on the current status of this work and proposed next steps.

### **DISCUSSION**

Since 2010 PSRC has had an adopted Four-Part Greenhouse Gas Strategy (addressing land use, transportation choices, pricing and technology) and conducted a climate analysis for the horizon year of the Regional Transportation Plan. The most recent analysis forecasted emissions and applied the strategy to a horizon year of 2050. The RTP further called for PSRC to develop an interim year transportation network and conduct a 2030 analysis, and to continue to work with partner agencies including the Puget Sound Clean Air Agency to develop a climate implementation strategy for achieving the region's climate goals and to monitor progress.

Between October 2022 and January 2023, the board was briefed on the status of this work and provided feedback on the sensitivity tests to analyze potential impacts of additional strategies within the framework of the Four-Part Greenhouse Gas Strategy. These levers included various road usage charge scenarios, acceleration of high-capacity transit expansions, additional transit service, adjustments to roadway capacity expansion, percentages of electric vehicles, and work from home levels. In December



and January, the board was provided analysis results of the 2030 plan compared to the 2030 climate goals and preliminary analysis results of the sensitivity tests, including a draft hybrid combination of key levers with the greatest potential to reduce emissions – road usage charge, work from home levels and electric vehicles.

### Feedback Received To Date

Results of the 2030 RTP analysis and sensitivity tests have been shared with the Transportation Policy Board, the RTP Executive Steering Committee, PSRC's staff committees, and other external stakeholder groups upon request. Concerns were raised regarding the levels of a road usage charge being analyzed, in terms of feasibility and noting the differences between regional and state assumptions on this topic. Concerns were also raised about the region encouraging higher levels of telecommuting and how quickly charging infrastructure can meet electric vehicles sale increases. Interest was expressed in bringing in more of the lower performing levers into a hybrid scenario, specifically greater transit access levels. Further, it was requested that PSRC consider those options and tools that the region is in a stronger position to control, versus those outside of PSRC's scope.

### Proposed Next Steps

Given the analysis results and sensitivity testing presented at previous meetings, and the feedback provided by the board on feasibility of the various levers, an approach is suggested for next steps towards development of a climate implementation strategy for the RTP.

After further discussions with the RTP Executive Steering Committee – comprised of the chairs and vice chairs of PSRC's Executive Board, Transportation Policy Board and Growth Management Policy Board – the proposal is to convene an expert panel to review the work conducted by PSRC to date and provide recommendations on next steps. This will provide the opportunity to confirm or revise regional assumptions made in the analysis, and potentially learn of other opportunities not yet considered.

Over the next several months PSRC proposes to reach out to the following potential partner agencies for participation on a modestly sized expert review panel:

- Up to two Metropolitan Planning Organization partners from around the country who have strong climate and modeling expertise – e.g., the Chicago Metropolitan Agency for Planning and the San Diego Association of Governments
- Up to two non-profit organizations with technical and policy climate expertise related to transportation and/or land use – e.g., Climate Solutions and the Rocky Mountain Institute
- Air and climate experts from the Puget Sound Clean Air Agency and the Washington Department of Ecology

- Up to three members from PSRC's staff committees – e.g., the Regional Staff Committee, Regional Project Evaluation Committee and Transportation Operators Committee, or similar designees from PSRC member agencies
- Representation from additional areas of expertise, to be determined – e.g., from economic, land use, equity and Legislative experts

The expert panel will be tasked with reviewing PSRC's 2030 climate analysis and sensitivity tests, including the assumptions surrounding each key lever analyzed within PSRC's Four-Part Greenhouse Gas Strategy – i.e., land use, pricing, transportation choices and technology. Consistency with PSRC's long-range plans, the region's climate goals, and other partner analyses such as the Puget Sound Regional Emissions Analysis Project concluded in 2022 will also be reviewed. The panel may provide recommendations on revisions to the core analysis, and/or revisions or additional feasible levers to consider for sensitivity testing.

PSRC has now developed an analysis of the RTP for 2030 and 2050. The expert panel will also be asked to assist PSRC in development of the pathway of emission reductions from the RTP between now and 2050, including opportunities and expected reductions in the interim years of 2035 and 2040. This may include recommendations on specific implementation actions the region could take to advance emission reductions in these intervening years, for both PSRC as an agency as well as actions to be undertaken by member organizations or the state. Examples for PSRC could address the project selection process for PSRC's federal funds; comprehensive plan certification; the work being done in partnership with the Puget Sound Clean Air Agency to advance electric vehicles and related infrastructure; and steps to advance implementation of a road usage charge. The relationship of RTP emissions to the overall economy-wide regional climate goals and opportunities from other sectors will also be reviewed.

Findings and recommendations from the expert review panel will be presented to the Transportation Policy Board and Executive Board for consideration and future action on an implementation strategy. The following tentative schedule is proposed:

- April - May 2023 – outreach to expert review panel representatives
- June - August 2023 – convene panel
- September - November 2023 – board discussions on panel recommendations and development of an implementation strategy
- December 2023 – tentative action on implementation strategy

At their meeting on April 13, the Transportation Policy Board will be asked for feedback on the proposed next steps and the composition and charter of the expert review panel.

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



## Puget Sound Regional Council

### DISCUSSION ITEM

April 6, 2023

**To:** Transportation Policy Board

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

**Subject:** Transit Access Work Program

### IN BRIEF

The Regional Transportation Plan calls for PSRC staff to continue work to improve transit access throughout the region. At the April 13, 2023 Transportation Policy Board meeting, staff will provide information on the draft transit access work program, including a plan for standing up an ad hoc working group to assist in guiding progress.

### DISCUSSION

The Regional Transportation Plan calls on PSRC to "...develop and update tools and resources to help identify where access to transit can be improved, particularly for bicyclists and pedestrians." PSRC staff have developed a work program (see Attachment A) that addresses the many facets of transit access and builds upon past work in this topic area.

The work program starts with a review of existing transit access tools and resources in conjunction with updated data to help identify potential improvements to transit access assessments and next steps. This initial task will begin with a review of tools such as PSRC's [Transit Access Checklist](#) and [Transit Access Toolkit](#), found on the [PSRC Transit Access webpage](#). Data available that can help with assessment of transit access needs will also be reviewed. This includes data available through the [Transportation System Visualization Tool](#) developed as part of the Regional Transportation Plan.

The initial work (Task 1) will provide findings or recommendations to inform future tasks by providing a more refined identification of needs and gaps associated with assessing transit access improvements.

In order to assist PSRC with technical expertise and lived experience, we are planning to recruit an ad hoc working group to assist in the review and evaluation of existing tools, resources and data through use of several case studies representing different contexts and transit access challenges within the region. The working group will be charged with addressing Task 1 on the work program found in Attachment A, and possibly providing input and guidance on other tasks on the work program, as needed. PSRC anticipates that the working group will be convened four times between May and November 2023.

As described in the Regional Transportation Plan, transit access comes in many different forms. It covers:

- Transit-Oriented Development (TOD)
- Active transportation modes like walking, bicycling, and rolling
- Transit service, provided by regular fixed-route transit (rail, bus, ferry)
- Transportation services of varying sorts provided by transit agencies, human service agencies, and private providers that drop-off and pick-up transit passengers without requiring them to park at the transit station (generally categorized as Mobility On Demand [MOD] or specialized transportation)
- Parking, such as at a park & ride

As such, PSRC is recruiting stakeholders for this ad hoc working group with specific expertise and perspectives, including local jurisdiction staff, transit agency staff, developers, and system users.

Staff will provide periodic progress updates on the transit access work program to PSRC's advisory committees and the board throughout 2023.

For additional information, please contact Gil Cerise at [gcerise@psrc.org](mailto:gcerise@psrc.org) or (206) 971-3053.

Attachments:

A: DRAFT Transit Access Work Program

## ATTACHMENT A:

# PSRC DRAFT Work Program Improving Transit Access

RTP Regional Action: “Develop and update tools and resources to help identify where access to transit can be improved, particularly for bicyclists and pedestrians.”

### ***Task 1: Review existing transit access tools/resources in conjunction with updated data to help identify potential improvements to transit access assessments and next steps***

The intent of this task is to review and build off of existing transit access tools and resources, both those developed by PSRC, as well as relevant information provided by other agencies.

#### **Resources to review/consider:**

- PSRC Transit Access resources available at: <https://www.psrc.org/our-work/transit-access>
- Data resources available for the region at a scale that is useful for assessing access improvements
- Transit access policies, strategies, and resources provided by the region’s transit agencies and WSDOT

**Deliverable:** a draft report providing an analysis of existing transit access tools and data, along with a recommendation for next steps in Tasks 2-5.

### ***Task 2: Identify potential improvements to assessment of pedestrian and bicycle connectivity near existing and planned transit stations.***

Based upon the findings from Task 1, PSRC will consider ways of improving assessment of pedestrian and bicycle connectivity near transit facilities. Given constraints of time and resources, prioritize existing and planned transit facilities that do or will move the most people.

**Deliverable:** This task and its deliverable will be updated based upon findings from Task 1.

### ***Task 3: Review and assess Mobility On Demand (MOD)/Microtransit and other flexible transit services in providing transit access.***

Inventory existing and past microtransit or MOD services within the region. Build on existing inventories of specialized transportation services found in Coordinated Mobility Plan and other resources. Assess the role that these services provide in transit access within the region and assess transit agency plans for expanding these services over time.

**Deliverable:** Inventory of MOD/microtransit services and their characteristics. Assessment of the role of MOD/microtransit in future transit plans for use in RTP update.

***Task 4: Update PSRC's existing transit access resources***

Based upon findings from Tasks 1-3, make updates to the PSRC Transit Access Assessment, and the Transit Access Checklist and Toolkit. Incorporate any updated findings relating to equity, safety, and other relevant work.

***Task 5: Work with stakeholders to develop regional transit access needs assessment and potential recommendations for addressing those needs.***

Building on work of previous tasks, work with stakeholders to explore development of regional transit access needs assessment and/or identification of recommendations to better assess transit access needs in the future.

# PSRC Transportation Work Program - Draft Progress Reporting

DRAFT Progress Chart (Timeline as of April 6, 2023)

Status	
<span style="color: purple;">■</span>	Preparing
<span style="color: teal;">■</span>	In Progress
<span style="color: orange;">■</span>	Complete
<span style="color: gray;">■</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 Prioritization Framework	tbd - pending further board discussions
Board work group to determine 2026 RTP scope of work	tbd - anticipated Q1-2 2024
TPB direction on scope of work for 2026 RTP	tbd - anticipated Q1-2 2024
RTP development	anticipated Q3 2024-Q2 2026
Financial Strategy Refinement	tbd - pending further board discussions
<b>PSRC Funding</b>	
Policy Framework for PSRC's Federal Funds	Q3-Q4 2023
FHWA Project Selection: Board Action	Q3 2024, following competitions
FTA Funding Methodology Process Discussion	Completed with board action in March 2023
FTA Project Selection	Preparing for implementation of Board-approved process. Initial discussion at April TOC meeting.
Annual FTA Adjustments Process	2023 adjustments process underway
Rural Town Centers and Corridors Project Selection	Call for Projects anticipated Q2 2023 - Save the Date notice sent
Transportation Alternatives Project Selection	Call for Projects anticipated Q2 2023 - Save the Date notice sent
Equity Pilot Program Development	In Progress with EAC, Q1-Q3 2023
Equity Pilot Program Project Selection	Q3-Q4 2023
Consolidated Grant Program Regional Rankings	Complete
<b>Transportation Improvement Program (TIP)</b>	
2025 -2028 TIP Development	Q3-Q4 2024, following 2024 project selection
Conduct Equity Analysis of draft 2025-2028 TIP	Q3-Q4 2024
Release of 2025-2028 TIP for Public Comment	Q3-Q4 2024
Board Action on 2025-2028 TIP	Q4 2024
Monthly TIP Amendments	Ongoing
Project Tracking/Rebalancing	Ongoing
<b>Climate: GHG Analysis and Planning</b>	
2030 Transit Networks and Service	Complete
PSRC 2030 Network Modeling and Analysis	Initial modeling complete; next steps pending further board, RTP Steering Committee discussions
Puget Sound Regional Emissions Analysis Project	Complete
Regional Electric Vehicle Collaboration Clearinghouse	Operational/Ongoing, initial launch complete, maintenance and updates ongoing
Regional Electric Vehicle Collaboration Outreach	Ongoing, REV collaborative meetings scheduled for Q2 and Q4 (every year)
Develop Climate Implementation Strategy with Partners	pending board and RTP Steering Committee direction; April 2023 TPB discussion
PSRC Board Progress Briefings	Ongoing
<b>Regional Safety Plan</b>	
Explore Grant/Funding Opportunities	Complete
Apply for Safe Streets for All Grant	Complete
Research current plans, roles and responsibilities	In Progress, beginning local safety plan inventory compilation pending SS4A grant agreements
Convene Stakeholders	tentative Q2 2023; date and venue selection underway
Develop Scope of Regional Safety Plan	tentative Q2-Q3 2023; concurrent with SS4A grant processing / convening

Develop Regional Safety Plan	tentative Q4 2023-Q4 2024
<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	tentative Q1 2024
<b>Active Transportation Plan Repackaging</b>	
Repackage Active Transportation Plan	Complete; to be posted to website April 2023
<b>ADA Transition Plan Technical Assistance</b>	
Research current plans, roles and responsibilities	In Progress, beginning plan inventory compilation
Board Briefing and Discussion	tentative Q2 2023
<b>Annual Transit Integration Report</b>	
Report Development	Q3-Q4 2023, scheduling and scoping in progress
Publish Report	Q4 2023
<b>Big Ideas/Transformational Planning</b>	
Regional Convenings to Support Effort	tbd - pending further board discussions
Future of HCT Regional Convening	tbd - pending further board discussions
<b>Data Collection, Analysis, Performance Metrics</b>	
Data collection, maintenance of viz tool, improvements	In Progress, Q1-Q4 2023
Equity, EJ analysis methodology improvements	tentative Q2-Q4 2023
<b>RTP Financial Strategy</b>	
Collaborate with Partners on Implementation Steps	tbd - pending further board discussions



# Joint Board Session on ACT

## Affirm, Counter, Transform

**Friday, April 28**

**10:00 AM – 12:00 PM**

Hybrid Meeting



Puget Sound Regional Council

The joint board session will cover how to apply ACT (Affirm, Counter, Transform) as a tool to address challenging conversations about racial equity and educate others about the topic. The session will provide board members with the opportunity to practice applying ACT to racial equity issues impacting our region today.

All PSRC board members are highly encouraged to attend. You do not need to have attended a past session to participate.

To RSVP, email Kristin Mitchell at [kmitchell@psrc.org](mailto:kmitchell@psrc.org).





# PASSPORT TO 2044:

## Key Topics for Elected Officials and Planning Commissioners

The Passport to 2044 series continues with a session for elected officials and planning commissioners in the central Puget Sound region to learn more about the importance of the comprehensive plan periodic updates and key issues emerging during the process.

### REGISTER NOW!



Thursday, May 18, 2023  
12:00 p.m. – 1:30 p.m.



Online via Zoom  
>> [Webinar registration page](#)

Highlights of the event include:

#### Welcoming Remarks

Councilmember Claudia Balducci, PSRC President

#### Planning Framework in Washington State and the Central Puget Sound Region

#### Big Topics in Local Comprehensive Plans

#### Panel of Elected Officials

Councilmember Teresa Mosqueda, City of Seattle

Councilmember Ed Prince, City of Renton

Mayor Kim Roscoe, City of Fife

Mayor Pro Tem Bryan Wahl, City of Mountlake Terrace

This is one in a series of workshops that include deep dives on specific topic areas of periodic comprehensive plan updates. Past recordings and event materials are available on [PSRC's website](#). Sign up to be on the list for information on upcoming events and resources [here](#).

Questions? Contact Maggie Moore at [mmoore@psrc.org](mailto:mmoore@psrc.org)



The primary audience for this webinar are the elected officials and planning commissioners in the central Puget Sound region. Planners, consultants, and staff involved with comprehensive planning are also welcome to attend.



Puget Sound Regional Council



Washington State  
Department of  
Commerce



Empowering local governments

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# **NEW DATE!**

## **PSRC GENERAL ASSEMBLY**

**MAY 30, 2023**

**11:00 AM – 1:00 PM**

**Embassy Suites, Seattle Downtown Pioneer Square  
255 South King Street, Seattle 98104**

**Registration will open in early April.**

The full Assembly includes all mayors, county executives, and council and commission members from member jurisdictions, tribes, and representatives of statutory members. Each elected representative is a voting member of the General Assembly.

