



Puget Sound Regional Council

Transportation Policy Board

Thursday, June 8, 2023 • 9:30 – 11:30 AM

Hybrid Meeting - PSRC Board 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 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](#).

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 April 13, 2023
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend Approval of FTA Project Tracking Extensions
- d. Recommend Certification of the Greater Downtown Kirkland Regional Growth Center Subarea Plans

6. Action Item (9:50)

- a. 2023 FTA Annual Adjustments – *Sarah Gutschow, PSRC*

7. Discussion Item (10:05)

- a. 2023 Legislative Session Recap – *Robin Koskey, PSRC*

8. Discussion Item (10:25)

- b. ADA Transition Planning Research – *Jean Kim and Nick Johnson, PSRC*

9. Discussion Item (10:50)

- a. Safety Program Updates – *Gary Simonson, PSRC*

10. Discussion Item (11:10)

- a. PSRC Funding Updates – *Kelly McGourty and Charles Patton, PSRC*

11. Information Items

- a. Transportation Work Program Progress Tracker

12. Next Meeting: July 13, 2023, 9:30 – 11:30 AM

Major Topics for July:

- Regional Safety Summit Debrief

13. Adjourn (11:30)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Casey Moreau, e-mail cmoreau@psrc.org or mail.

For language or ADA assistance at PSRC board meetings, please contact us at (206) 464-7090 at least 72 hours in advance of the meeting. For TTY-based telecommunications relay service dial 711.

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>.



Puget Sound Regional Council

MINUTES OF THE TRANSPORTATION POLICY BOARD

April 13, 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.

COMMUNICATIONS AND PUBLIC COMMENT

The board received a written comment from Stephen Clifton, City of Mountlake Terrace. The board heard public comment from the following individuals:

- Alex Tsimmerman, SUA
- Jeff Betz, City of Mountlake Terrace

A quorum was established by roll call.

REPORT OF THE CHAIR

Chair Ralph thanked members for their attendance and looked forward to the conversations on the Regional Transportation Plan (RTP) climate implementation and other action items on the agenda.

DIRECTOR'S REPORT

Charles Patton, PSRC, invited the board to attend the last joint board session on Racial Equity. The session will cover how to apply a communication tool known as Affirm, Counter, Transform (ACT). The tool helps navigate challenging conversations on racial equity. The hybrid event is scheduled for Friday, April 28, 10:00 am – 12:00 pm. Members will receive an email regarding the event today where they can RSVP their attendance.

Robin Koskey, PSRC, provided an update on the current legislative session. Ms. Koskey shared details of the revenue forecast and the 2023-2025 Biennial Budget proposals. She detailed information on proposals for significant funding and investments for affordable housing, natural resources, behavioral health and transportation.

Ms. Koskey gave an overview of bills moving forward on climate and housing supply. She also called attention to those bills that did not progress. Staff will soon be offering a webinar on the legislative session to provide additional information on the bills passed and the impacts.

CONSENT AGENDA

- 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

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

REGIONAL TRANSPORTATION PLAN PROJECT AMENDMENT

Kelly McGourty, PSRC, reminded the board PSRC has adopted Administrative Procedures in the RTP to describe how and when the plan can be amended. She outlined the provisions in the procedures for both major and minor amendments.

Ms. McGourty shared that most investments in the RTP are programmatic, meaning they are not line-item project investments but include investments such as local system improvements and preservation and maintenance. A smaller portion of investments in the plan are captured on the Regional Capacity Projects list, which are larger scale projects modifying or changing the functioning of the regional system. The Regional Capacity Projects list is reflected in Appendix D of the RTP. Ms. McGourty provided further details of the RTP plan categories, covering constrained versus unprogrammed investments. Unprogrammed investments are included under the SEPA analysis but not included in the financial strategy and air quality conformity finding. Ms. McGourty provided further details of how projects must be in the constrained plan to move forward to implementation.

Ms. McGourty provided a high-level summary of the requested project amendments, which include six new projects requesting entry into the constrained plan and two existing projects in the adopted plan requesting modifications. She described PSRC's process for amending the plan and maintaining the RTP financial strategy. To maintain the financial constraint of the plan with the proposed amendment, four projects in the adopted plan were moved to unprogrammed to accommodate the financial impact of the project requests. The projects were selected by sponsors based on timing and current priorities.

ACTION: The motion was made by Councilmember Ryan Mello and seconded by Mayor Greg Wheeler that the Transportation Policy Board should recommend the Executive Board adopt a minor amendment to the Regional Transportation Plan to reflect revisions to the Regional Capacity Project lists as identified in Attachment A. The motion passed unanimously.

2023 PROJECT TRACKING AND DELIVERY

Kelly McGourty, PSRC, provided an overview of PSRC's Project Tracking Program and adopted policies and delivery. PSRC has had a project tracking program and adopted policies since 2003. The tracking program manages federal funding and has the goal to provide timely project delivery, minimize cost of delays and preserve federal funds coming into the region.

Since 2013, PSRC has had a requirement of an annual delivery target for Federal Highway Administration funds. PSRC must meet its annual allocation amount or risk losing federal funding. PSRC has implemented an extensive process to mitigate that risk. Adopted policies include very firm obligation deadlines to meet the expectations of federal partners. The policies do allow flexibility through one-time extensions and exceptions for emergency provisions. Ms. McGourty reviewed the rebalancing process required to accommodate these project extensions. The rebalancing process includes a provision for supplemental funding actions if needed to fill a gap to delivery.

For the first time, in 2022 the PSRC region did not meet the annual delivery target. The region must now deliver its 2023 allocation plus the gap from 2022 or the undelivered portion of funding will be redistributed to other areas. Ms. McGourty provided a summary of the four distinct actions before the board that would address 2023 and future years' delivery.

Jennifer Barnes, PSRC, provided an overview of how PSRC's project tracking policies allow for a one-time extension for FHWA funds. She also outlined the reasons that extensions will not be granted. Ms. Barnes reviewed the schedule for the 2023 project extension requests. The process can take multiple months and includes substantial follow-up with sponsors, the Regional Project Evaluation Committee, the chairs of the four countywide forums and the Washington State Department of Transportation. She

provided a summary of 2023 extension requests, noting that further information was included in the agenda packet.

Ms. Barnes summarized the 19 project extension requests recommended for approval. She also noted the two project extension requests that were denied and how carefully the denial is considered based upon adopted policies. She also provided further details into the background of the projects denied extensions. She reaffirmed how closely PSRC works with project sponsors and noted that there is no consequence for returning funds and recompeting.

ACTION: The motion was made by Councilmember Ryan Mello and seconded by Mayor Greg Wheeler that the Transportation Policy Board recommends the Executive Board approve the staff recommendations for the 2023 project extension requests including the approval of 19 one-year extensions and the denial of 2 one-year extensions per the list of projects identified in Attachment 1. The motion passed unanimously.

Ms. Barnes reviewed how the project tracking policies include limited provisions to request an exception to adopted policies. These requests are evaluated on a case-by-case basis, under certain conditions. Ms. Barnes reviewed the details of the project exception request from Kitsap County. Staff determined that Kitsap County encountered circumstances outside of their control and has met the requirements laid out in the project tracking policies for an exception.

ACTION: The motion was made by Mayor Greg Wheeler and seconded by Mayor Rob Putaansuu that the Transportation Policy Board recommends the Executive Board approve an exception in accordance with the adopted project tracking policies for Kitsap County's National STEM School project, to allow an additional 6-months beyond the previously granted 1-year extension, to December 1, 2023. The motion passed unanimously.

Ms. Barnes shared that to address ongoing delivery issues, staff convened a Project Delivery Working Group. Its initial focus from January through March 2023 has been last minute 'emergency' measures that can address unanticipated delivery gaps. The working group developed a recommendation for a project tracking policy addition that was further recommended by the Regional Project Evaluation Committee. The working group will continue to meet to review the overall project tracking policies and rebalancing process.

Ms. Barnes went over the details of the emergency measure, noting that it builds on existing policies and rebalancing strategies. It focuses on the ability to increase the federal shares of existing project awards, and also includes an administrative change to how that calculation will be applied during rebalancing. It grants the Executive Director authority to revisit the federal shares of awarded projects if unexpected project delivery needs arise after conclusion of the annual rebalancing process, when there is limited time to achieve the annual delivery target by the end of the fiscal year.

ACTION: The motion was made by Councilmember Ryan Mello and seconded by Mayor Becky Erickson that the Transportation Policy Board recommends the Executive Board approve the following additions to the Project Tracking Policies as identified in Attachment 3:

- An administrative modification to Strategy 4 of the Rebalancing and Supplemental Funding Actions policy – “Increase the Federal Share of Awarded Projects” – to apply absolute dollar amounts instead of percentage increases
- Grant the Executive Director authority to revisit the federal shares of awarded projects for additional capacity if unexpected project delivery needs arise after the initial rebalancing and supplemental funding actions are taken.

The motion passed unanimously.

Ms. Barnes shared the steps followed under the adopted project tracking policies to fill the 2023 delivery gap, with a supplemental funding action of \$28 million needed. Per adopted procedures, immediately ready to go projects on the current contingency lists are recommended for funding.

ACTION: The motion was made by Councilmember Jan Schuette and seconded by Councilmember Kate Kruller that the Transportation Policy Board recommends the Executive Board approve the supplemental funding action to the list of immediately ready-to-go contingency projects identified in Attachment 4 to assist the region in meeting the annual delivery target. The motion passed unanimously.

CLIMATE CHANGE IMPLEMENTATION STRATEGY

Ms. McGourty summarized past board discussions and work to date, including the completion of the 2030 Regional Transportation Plan climate analysis. With the policies and investments in the RTP and recent state and federal actions, emissions can be reduced 37% below 1990 levels by 2030. PSRC evaluated how much further emissions could be reduced under various sensitivity tests. Ms. McGourty then reviewed feedback to date on PSRC’s analysis.

Ms. McGourty reviewed proposed next steps. The RTP steering committee proposes that PSRC convene an expert review panel to review work conducted to date and provide recommendations. She reviewed proposed representation of the expert review panel. The scope of the expert panel is to review the work completed on the 2030 climate analysis and sensitivity tests. The panel would also review for consistency with long-range plans, regional climate goals and the Puget Sound Regional Emissions Analysis project. The Panel will assist PSRC in developing a pathway of emission reductions between now and 2050, including interim years. It could also provide recommendations on additional sensitivity testing and implementation actions.

She shared a tentative timeline for outreach to panel representatives, convening a panel and further discussions with the board.

Board members discussed adding climate justice and health expertise to the panel. Members also shared that it would be good to understand what major employers have planned for their commute policy.

TRANSIT ACCESS WORK PROGRAM

Jean Kim, PSRC, shared background on PSRC's past transit access work. PSRC published transit access tools and resources in 2017. Since that time, additional data is now available, and there are more flexible transit services available. Additionally, the RTP has more emphasis to increase access to transit for underserved communities.

Ms. Kim shared that the RTP calls for PSRC to develop and update tools and resources to help identify where access to transit can be improved, particularly for bicycles and pedestrians. She reviewed the transit access work program.

Next steps include preparatory work for the Transit Access Assessment task in Spring of 2023. Staff will convene a working group to assist in the assessment, with briefings provided to committees and boards.

Members discussed inclusion of health and equity considerations. Members also discussed safety and security issues surrounding transit, and interoperability and transfer considerations.

ADJOURN

The meeting adjourned at 11:30 AM.

TPB MEMBERS & ALTERNATES PRESENT

Attachment A - 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
 Jean Kim, PSRC
 Robin Koskey, PSRC

Kelly McGourty, PSRC
Casey Moreau, PSRC
Dr. Charles Patton, PSRC

Attachments:

A – Transportation Policy Board April 13, 2023, Attendance Roster

Transportation Policy Board - April 13, 2023							
Voting Members			✓	Non-voting Members			✓
King County	2	CM Girmay Zahilay	1	Associate Members			
		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	
Seattle	2	CM Dan Strauss				Marc Daily	
		CM Alex Pedersen	1	Public Agency Members			
		CP Debora Juarez Alt		Puget Sound Clean Air Agency	1	CM Megan Dunn	1
Bellevue	1	CM Jennifer Robertson				Christine Cooley Alt	1
		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, Chair	1	WA Transportation Improvement Board	1	Vacant	
		MYR Mary Lou Pauly, Issaquah				CM Sam Low, Snohomish Co. Alt	
		CM Peter Kwon, SeaTac Alt	1	PSRC Committees			
		CM Wendy Weiker Mercer Isl Alt	1	Regional Staff Cmte.	1	Jesse Hamashima, Pierce Co.	1
		DEP MYR Jay Arnold, Kirkland Alt	1			Chip Vincent, Renton Alt	
Local Transit	1	CM Rod Dembowski, King County		Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.	1
		Vacant Alt				Shane Weber, Bremerton Alt	1
Kitsap County	1	COM Robert Gelder		Transportation Operators Cmte.	1	Peter Heffernan, King County	1
		COM Charlotte Garrido Alt				Lindsey Sehmelt Alt, Pierce Transit	
Bremerton	1	MYR Greg Wheeler	1	Private/Civic Members-Business/Labor			
		CP Jeff Coughlin Alt		WA Trucking Associations exp. 12/31/25	1	Sheri Call	
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	
Pierce County	1	CM Ryan Mello, Vice Chair	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		Private/Civic Members-Community/Environment			
Cities & Towns	1	CM Tim Ceder, Milton	1	Seattle Aging & Disability Services exp. 12/31/23	1	Dinah Stephens	1
		MYR Josh Penner, Orting Alt	1			Vacant Alt	
Local Transit	1	CM Marty Campbell, Pierce County		Vacant exp. 12/31/25	1	Vacant	
		MYR Daryl Eidinger, Edgewood Alt				Vacant Alt	
Snohomish County	1	CM Jared Mead		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	1
		MYR Cassie Franklin Alt				Alex Hudson Alt	
Cities/Towns	1	CM Jan Schuette, Arlington	1	Non-voting	16	Non-voting members present	9
		CM Stephanie Vignal, Mill Creek Alt	1	Ex-Officio Non-Voting Members			
Local Transit	1	CM Kim Daughtry, Lake Stevens	1	State Legislators	87	Districts within PSRC's boundary	
		CM Jan Schuette, Arlington Alt					
Regional Transit	1	CM Ed Prince, Renton	1				
		MYR Kim Roscoe, Fife Alt					
Federally Recognized Tribes							
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.					
		Vacant Alt					
Puyallup Tribe of Indians	1	Andrew Strobel					
		Robert Barandon Alt					
Suquamish Tribe	1	CM Luther (Jay) Mills					
		CHRMN Leonard Forsman Alt					
Statutory Members							
Ports	1	COM Toshiko Hasegawa, Seattle					
		COM Cary Bozeman, Bremerton Alt	1				
WA Trans. Commission	1	COM Jerry Litt	1				
		COM Nicole Grant Alt	1				
WSDOT	1	Robin Mayhew	1				
		Todd Lamphere Alt					
Legislative Transportation Cmte. (Not Counted for Quorum)							
House Transportation Cmte.	2	Vacant				Abbreviations	
		REP Jake Fey, D Alt				CHRMN Chairman	
		REP Dan Griffey, R				CM Councilmember	
		REP Andrew Barkis, R Alt				CP Council President	
Senate Transportation Cmte.	2	Vacant, D				COM Commissioner	
		SEN Mark Mullet, D Alt				MYR Mayor	
		Vacant, R				DEP MYR Mayor	
		Vacant, R Alt				SEC Secretary	
Voting	32	(Quorum = 14) Quorum Total	19			ASST SEC Assistant Secretary	
		Total Voting members present	26			REP Representative	
						SEN Senator	



Puget Sound Regional Council

ACTION ITEM

June 1, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

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

IN BRIEF

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

RECOMMENDED ACTION

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

DISCUSSION

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

While PSRC does not have project selection authority for other types of federal, state, or local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

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

Consistency with VISION 2050 and the Regional Transportation Plan

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

Air Quality Conformity

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

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

Funding Reasonably Expected to be Available

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

PSRC's Project Tracking Policies

Community Transit has made two requests for modifications to PSRC's FTA funds. Both are due to changes in the agency's bus order plans resulting from service adjustments to address post-COVID ridership changes, driver staffing shortages, and 2024 service network changes related to future LINK Light Rail service to Lynnwood. The modifications were found to be consistent with PSRC's project tracking policies and were reviewed and recommended by the Transportation Operators Committee (TOC) on May 24, 2023.

First, Community Transit requests to redistribute \$2,145,839 from the "Transit Revenue Vehicles 2018-2020" project, which will reduce its scope by five vehicles. Funds will be redistributed to (1) the "Marysville UZA Transit Operations" project for an additional 9,458 hours of service for operating the agency's fixed route services and (2) the "Preventive Maintenance" project for an additional 10,000 hours of preventive maintenance of the agency's buses.

Second, Community Transit requests to redistribute \$4,156,979 from its "Transit Revenue Vehicles 2021-2022" project, which will reduce its scope by five vehicles. Funds will be redistributed to (1) the "Swift BRT Gold Line" project and will be used to

displace local funds without changing the scope, and (2) the new "Facilities Rehabilitation, Renovation and Maintenance 2022-2024" project, to be applied to transit facilities that include base buildings, park and rides, transit stations, and bus stops.

Federal and State Fund Source Descriptions

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

5307	FTA Urbanized Area Formula Grant.
5309(Bus)	FTA Capital Investment Grant provides funding for fixed guideway investments.
5337 HIMB	FTA funding for replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair.
5339(c)	FTA Low or No-Emission Vehicle Program.
CSRF	State Coronavirus State Fiscal Recovery Fund for all federal moneys from the American Rescue Plan.
CWA	State Connecting Washington Account.
Demonstration	Federal demonstration projects are identified through appropriation bills approved by Congress.
FHWA Discretionary	Other national discretionary FHWA awards.
FTA Discretionary	Other discretionary/competitive FTA awards.
MVA	State funds from the Motor Vehicle Account.
NHPP	Provides support for the condition and performance of the National Highway System (NHS).
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation funds support resiliency planning and improvement.
STBG	Surface Transportation Block Grant provides funding for state highway system preservation and interstate reconstruction.

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

Attachments:
A. Exhibit A

Month: June

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. Arlington	169th St Connecting Segment New project programming preliminary engineering, right-of-way, and construction phases to complete the missing segment of 169th St between 43rd Ave and 37th Ave with two travel lanes, storm drainage, sidewalk, a multi-use trail, and street lights.	\$3,654,893 Federal Demonstration \$913,000 Local \$4,567,893 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Community Transit	Marysville UZA Transit Operations Existing project redistributing funds from CT-64: Transit Revenue Vehicles 2018-2020 for additional transit bus service.	\$945,839 Federal 5307(Urban) \$2,245,839 Local \$3,191,678 Total	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Community Transit	Preventive Maintenance Existing project redistributing funds from CT-64: Transit Revenue Vehicles 2018-2020 for additional preventative maintenance activities.	\$1,200,000 Federal 5307(Urban) \$300,000 Local \$1,500,000 Total	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Community Transit	Swift BRT Gold Line Existing project redistributing funds from CT-69: Transit Revenue Vehicles 2021-2022 for the Swift BRT Gold Line.	\$244,897 Federal 5339 \$244,897 Total	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Community Transit	Facilities Rehabilitation, Renovation and Maintenance 2022-2024 Existing project redistributing funds from CT-69: Transit Revenue Vehicles 2021-2022 for additional renovation and maintenance activities.	\$3,912,082 Federal 5337 HIMB \$3,912,082 Total	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Kitsap County	Harper Estuary Barrier Correction New project programming preliminary engineering, right-of-way, and construction phases to replace the culvert at the intersection SE Olympiad Dr with a bridge and to remove road fill and shoreline armor.	\$5,940,000 Federal PROTECT \$132,948 State \$90,000 Local \$6,162,948 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

			PSRC Action Needed				
Sponsor	Project Title and Work Description	Funding	New				
			Project Tracking	Project/Phase	UPWP	Other Amend	
7EÜa!&Á!a•a	Battery Electric Buses & Infrastructure p^, Á: b & Á: * a { a * Á [c @ : Á @ ^ Á Á * & @ ^ Á a } : c a a Á Á a d Á a ~ ^ • Á a & @ * a * Á a d ~ & c ^ E	Á H È Ì È È € € Á J Ì Ì È È € € Á Ì È Ì È È € €	Ø á ^ a Á H U Ø D Š & a V a	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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			PSRC Action Needed			
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Puget Sound Regional Council

CONSENT AGENDA

June 1, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend Approval of FTA Project Extensions**

IN BRIEF

PSRC routinely monitors the progress of funds awarded to transit agencies from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The Transportation Operators Committee (TOC) recently reviewed projects that are experiencing delays and has recommended extensions for eight projects, per guidelines established in PSRC's adopted Project Tracking Policies.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve extensions for eight delayed projects, as shown in the table below.

DISCUSSION

Per PSRC's Project Tracking Policies, PSRC monitors its regionally managed FTA and FHWA funds on an ongoing basis to ensure their timely and predictable usage.

At its meeting on May 24, 2023, the TOC reviewed several delayed transit projects and developed recommendations based on whether the reason for the delay was considered "reasonable" or "unreasonable" per adopted policy. The primary consideration in determining whether a delay would be considered reasonable is whether the delay is due to factors outside of the agency's control.

The TOC determined the eight projects had reasonable delays and therefore recommended extensions, as shown in the table below. Each project has worked through issues with FTA and is on track to move forward within the next three months.

If funds are not submitted by the extended date, PSRC will bring the project back to the TOC for additional review and recommendation to the Transportation Policy Board.

<i>Sponsor</i>	<i>Project Title</i>	<i>Extension</i>
<i>King County Metro</i>	Transportation Demand Management to Support Centers and Regional Service Investments	July 2023
<i>King County Metro</i>	Increasing Student and Family Access to Regional Travel Options through TDM	July 2023
<i>King County Metro</i>	On-Demand Feeder-to-Fixed Route Connections to Transit Program	July 2023
<i>Pierce Transit</i>	Clean Fuels Bus Replacement/Expansion 2021-2022	August 2023
<i>Pierce Transit</i>	Pacific Avenue/SR 7 BRT Buses	August 2023
<i>Pierce Transit</i>	Pacific Avenue/SR 7 BRT Stations	August 2023
<i>City of Seattle</i>	Fairview Ave N Multimodal Improvements)	June 2023
<i>City of Seattle</i>	Northgate to Downtown Transit Improvements	June 2023

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



Puget Sound Regional Council

CONSENT AGENDA

June 1, 2023

To: Transportation Policy Board

From: Paul Inghram, Director, Growth Management Planning

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

IN BRIEF

Consistent with PSRC's adopted plan review process, PSRC staff reviewed and recommends certification of the Greater Downtown Kirkland subarea plans. The city of Kirkland has submitted a designation application for the regional growth center, which is currently under review by the Growth Management Policy Board and Executive Board. Adoption of a subarea plan is a requirement for new center designation.

RECOMMENDED ACTION

The Transportation Policy Board should:

Recommend that the Executive Board certify that the Greater Downtown Kirkland subarea plans address planning expectations for regional growth centers.

The [certification report](#) further describes how the plans meet applicable requirements.

DISCUSSION

A major emphasis of the Washington State Growth Management Act (GMA) 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 an overall process for reviewing local, countywide, regional, and transit agency policies and plans for compatibility and consistency.

The [Regional Centers Framework Update](#) clarified planning expectations for existing and new regional centers. The [designation procedures for new centers](#) requires designation applications to include an adopted subarea plan to meet center eligibility requirements. As a result, plan certification now happens concurrent with center designation process.

VISION 2050, the Regional Transportation Plan, and the Adopted Policy and Plan Review Process call for PSRC to review and certify subarea planning efforts of jurisdictions with designated regional centers. Review of center subarea plans provides an opportunity to coordinate and share information related to local and regional planning.

The proposed Greater Downtown Kirkland regional growth center is located in King County, encompassing the city of Kirkland's downtown, including the Moss Bay neighborhood and the 85th Street Station Area, a future Sound Transit Stride bus rapid transit station. The center is bordered to the west by Lake Washington and includes one mile of the Cross Kirkland Corridor and the I-405 interchange at NE 85th Street within the eastern portion. The proposed center currently has over 6,000 residents and over 11,000 employees.

Planning for the center seeks to leverage regional transit investments and connect to the historic downtown area and continue to develop as a well-connected, mixed-use area. The city addressed the regional growth center planning requirements through two separate subarea plans: the Moss Bay Neighborhood Plan, updated in December 2021, and the NE 85th Street Station Area Plan, adopted in June 2022.

PSRC staff reviewed the Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan and found that they meet center planning requirements and expectations for regional growth centers, as demonstrated in the plan certification report (Attachment A). PSRC staff coordinated with city staff in the review of the Plan Review and Certification Reports. The report includes recommendations for future planning work.

For more information, please contact Maggie Moore at (206) 464-6171 or mmoore@psrc.org.

Attachments:

A. Regional Growth Center Certification Report, Greater Downtown Kirkland



Regional Growth Center Plan Review Certification Report

Greater Downtown Kirkland

April 27, 2023

The Greater Downtown Kirkland Regional Growth Center is comprised of the Moss Bay neighborhood, encompassing the historic center of Kirkland, and the NE 85th Street Station Area, the area surrounding a future Sound Transit Stride bus rapid transit station. Planning for the center seeks to leverage regional transit investments to connect to the historic downtown area and continue to develop as a well-connected, mixed-use area. The city addressed regional growth center planning requirements through two separate subarea plans: the Moss Bay Neighborhood Plan, updated in December 2021, and the NE 85th Street Station Area Plan, adopted in June 2022.

Regional Centers Certification

VISION 2050 directs jurisdictions with regional growth centers and/or manufacturing/industrial centers to develop subarea plans for those centers (DP-Action-8 and p. 80). This expectation has been in place since the PSRC Executive Board adopted its Plan Review Process in 2003 and is required for designation of new regional centers under the Designation Procedures for New Centers and the Regional Centers Framework. VISION 2050, the Regional Transportation Plan, and the Adopted Policy and Plan Review Process call for PSRC to review and certify subarea planning efforts of jurisdictions with designated regional centers.¹

The [Regional Centers Framework Update](#) calls for a review of centers in 2025, following local plan updates. All regional centers are expected to have subarea plans adopted and updated to be consistent with the Framework and VISION 2050 by that time. Certification of a subarea plan now affirms the planning work for the regional center is consistent with VISION 2050 and is an opportunity to identify any additional planning work required by 2025.

Certification Recommendation

Staff reviewed the subarea plans and found that planning is consistent with the VISION Consistency Tool for Regional Growth Center Plans. 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 Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan address regional growth center planning expectations for the Greater Downtown Kirkland center.

The remainder of this report contains a summary of the PSRC staff review of the Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and the [VISION 2050 Consistency Tool for Regional Growth Center Plans](#), is listed in high-level bullets. Discussion in each topic area highlights the plans, as well as issues identified through the certification review where future work on the part of the city may more fully address VISION 2050, the Regional Transportation Plan, and center planning requirements.

¹ The specific requirements for center planning are provided in [PSRC's Plan Review Manual](#), and the process is also described in [VISION 2050: Implementation](#). Certification of the jurisdiction's comprehensive plan for consistency with the regional transportation plan, regionally established guidelines and policies, and Growth Management Act requirements for transportation planning is completed through a separate board action.



Review of Regional Growth Center Planning

Background

The success of regional centers lies at the heart of VISION 2050 and the Regional Growth Strategy, and jurisdictions with regionally designated centers are expected to conduct subarea planning for these areas. Subarea planning efforts are reviewed for consistency with the VISION 2050 Consistency Tool for Regional Growth Center Plans. The review contained in this section follows the format and content established in this tool, covering the seven major categories (center plan concept/regional collaboration, environment and climate change, land use/development patterns, housing, economy, transportation, and public services).

Center Plan Concept (Vision)/Regional Collaboration

SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

Vision for the center, including a commitment to compact, pedestrian, and transit-oriented development.

Identification of the area designated as a regional center and relationship to other plans.

A market analysis of the center's development potential.

Equitable engagement process with community and relevant stakeholders.

Coordination with tribes, ports, military installations, special purpose districts, and adjacent jurisdictions.

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

Prioritization of local investments in the center.

WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan work to advance regional policies and objectives for the center plan concept:

- ☒ The plans envision the center as an important place to the region, with continued growth as a desirable place to live, work, and visit. As a central location between many centers in King County, the plan envisions connections to major regional investments, from transit to trails, to other regional centers.
- ☒ The equity analyses conducted for the plans guided the city to ensure the planning process was inclusive of community members who have not typically been involved. These expanded outreach strategies led to plans that help ensure equitable and inclusive outcomes.
- ☒ The plan assesses the market potential of the center and includes policies to support economic growth.

DISCUSSION

The certification review found the plans to be generally aligned with the regional centers' expectations on center concept.



Environment and Climate Change

SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

- Critical/environmentally sensitive areas**, including inventories and relevant policies and programs.
- Parks and open space**, including public spaces and civic places, and provisions to encourage accessible open space.
- Innovative stormwater management** policies and programs.
- Air pollution and greenhouse gas emission reduction** policies and programs.
- Avoidance and/or mitigation of environmental impacts** for vulnerable populations.
- Electric transportation infrastructure**, such as charging stations for industrial equipment.
- Retrofitting of existing buildings** to reduce building energy use.
- Minimize gaps in equitable access** to parks and open spaces.

WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan work to advance regional policies and objectives for environment and climate change:

- ☒ The plan recognizes the role of transportation and land use on greenhouse gas emissions. The mode shift goals and Green Innovation Strategy provide a framework for reducing emissions and increasing sustainability.
- ☒ Future development in the center allows the city to encourage publicly accessible parks and sustainability components. The city's encouragement of this practice and focus on equitable park access will minimize gaps in equitable access to parks.

DISCUSSION

The certification review found the plans to be generally aligned with the regional centers' expectations on environment and climate change.

Land Use/Development Patterns

SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

- Defined boundaries and shape for the center** that are compact and easily walkable. Residential and employment growth targets that accommodate a significant share of the jurisdiction's growth, as well as residential densities and building intensities with capacity to accommodate these levels of growth.
- Mix, distribution, and location of existing and future land uses** described and mapped. Encourage a mix of complementary uses.
- Design standards** for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit.
- Center's role in achieving VISION 2050's goal** of attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit station areas



WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan effectively address the land use/development pattern provisions of the VISION Consistency Tool. Highlights include:

- ☑ The growth targets identified for the center are consistent with the criteria for Urban Regional Growth Centers in the Regional Centers Framework and support the goal of VISION 2050 in attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit areas.
- ☑ The achievement of a “10-minute neighborhood” to meet daily needs within a short walk, is apparent throughout the center’s planning. The plan encourages the infill of underutilized parcels, especially parking lots, to recognize the increased efficiency that could come from new, mixed-use spaces.

DISCUSSION

- Regional growth centers criteria call for a round or square shape with compact boundaries to promote walkability and access throughout the center. Greater Downtown Kirkland’s is an irregular shape to include both the historic downtown and future BRT station area at NE 85th Street, with a notable change in elevation between them. The city’s continued work in planning for connections between these distinct subareas will be critical for fostering a thriving and cohesive center where the western portion is able to benefit from upcoming high-capacity transit investments. Implementation of the subarea plans should ensure the development of a stronger pedestrian and transit connection in order for the center to be successful.
- The growth targets for 2035 in Greater Downtown Kirkland reflect the zoned capacity numbers in the area. The city should update growth targets for the regional growth center in its 2024 comprehensive plan. Growth targets should reflect achievable market demand over the next 20-year period, not solely zoned development capacity.

Housing

SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

- Existing and targeted housing units** by type, affordability, and special needs housing.
- Tailored provisions for a variety of housing types, affordable housing, and special housing needs.**
- Implementation strategies** for addressing housing targets and goals.
- Reduce the risk** of residential displacement.

WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan work to advance regional policies and objectives for housing:

- ☑ The plans include opportunities and strategies to foster the development of affordable housing that meets the needs of different income levels. For example, the city’s incentive zoning requirement will require that at least 10% of all new multifamily units are affordable. Other measures include the creation of a density bonus program for affordable housing and increasing housing supply.
- ☑ The development of middle-density housing encouraged by the center planning will expand housing capacity for moderate income households and provide additional housing types and options for current and future residents. This will be enhanced by the development of flexible form-based code standards currently in development.
- ☑ The city is working with ARCH (A Regional Coalition for Housing) in partnership to invest resources, produce affordable housing in the center, and identify legislative changes that could make additional affordable housing tools available in the center.



DISCUSSION

- Meeting the housing needs of all households at a range of income levels is integral to promoting health and well-being and creating communities livable for all residents. Regional growth centers represent a critical opportunity to address citywide goals for affordable housing and leverage market demand. Therefore, it is important to understand what current and future housing needs are in the center. Regional centers designation requires documentation of housing needs, including the total existing housing units, breakdown by type, affordability (including subsidized housing), and special housing needs. Future housing needed within the regional growth center should be included as part of the city's housing needs assessment, and future updates to the neighborhood plans should more explicitly document existing and planned housing. This should demonstrate how housing targets and goals will be met, not only citywide, but within the regional center, and how partnering with housing organizations and community groups can help to address current and future housing issues.

Economy

SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

- Key sectors and industry clusters** in the center.
- Reduce the risk** of commercial displacement.
- Expand access** to economic opportunity.

WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan work to advance regional policies and objectives for economy:

- ☒ The plans provide information on the key sectors and industry clusters in the potential center. Planning also includes a market study that shows there is substantial market demand for the planned growth anticipated in Greater Downtown Kirkland. The industries in this area, mainly technology, and future education opportunities, are unique in comparison to Totem Lake to avoid conflicts in achieving identified growth targets.

DISCUSSION

- While the city is looking to change the type of development in the station area, considerations of commercial displacement should take place to ensure that the needs of existing small businesses are addressed. Future updates to the center plans should address mitigation strategies for commercial displacement in the face of major planned changes to the built environment.



Transportation

SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

Integrated multimodal network transportation network, including pedestrian and bicycle facilities, as well as linkages to adjacent neighborhoods and districts.

Regional high-capacity transit, local transit and coordination with transit agencies.

Complete street provisions for pedestrians, bicyclists, transit, vehicles, and – where appropriate – freight.

Context-sensitive design provisions for transportation facilities.

Environmentally friendly street treatments (green streets).

Level-of-service standards and concurrency provisions tailored for the center to encourage transit.

Parking management strategy that addresses supply of parking, on-street parking and mitigating effects of parking.

Mode-split goals.

WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan work to advance regional policies and objectives for transportation:

- ☒ Investments in transit, pedestrian and bicycle systems, and mixed-use development increase transportation options and help the city achieve the center's mode split goal down to 45% of trips as drive alone.
- ☒ Coordination between the city, Sound Transit, and WSDOT as regional investments in bus rapid transit have potential to significantly increase transportation options for residents, commuters, and visitors to the center.

DISCUSSION

The certification review found the plans to be generally aligned with the regional centers' expectations on transportation.

Public Services

SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

Local capital plans for infrastructure, such as sewer, water, gas, electric and telecommunications, including financing and strategies to ensure facilities are provided consistent with planned growth.

WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan work to advance regional policies and objectives for public services:

- ☒ The plan describes existing services and planning provisions along with a goal of anticipating and planning for needed public facilities, services, and infrastructure as the center grows.



DISCUSSION

The certification review found the plans to be generally aligned with the regional centers' expectations on public services.

Conclusion and Next Steps

PSRC thanks the City of Kirkland for working through the plan review and certification process for the center plan. The Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan effectively address the requirements of the VISION Consistency Tool for Regional Growth Center Plans, demonstrating consistency with VISION 2050, and are recommended for certification. The adopted Regional Centers Framework calls for the review of centers and center plans following the adoption of local plan updates. In 2025, PSRC review will ensure that center plans, center growth targets, and local comprehensive plans have been updated consistent with VISION 2050 and the Regional Centers Framework.

For additional information regarding this certification report, please contact Maggie Moore at mmoore@psrc.org.





Puget Sound Regional Council

ACTION ITEM

June 1, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **2023 FTA Annual Adjustments**

IN BRIEF

In January of 2023, PSRC was notified of the region's final allocation of federal fiscal year (FFY) 2023 Federal Transit Administration (FTA) funds. FTA requires that PSRC review the estimates used to program its FTA funds with the actual allocation approved by Congress on an annual basis. Due to the final allocation being higher than the original estimates used for programming, there is an additional \$84.8 million available for distribution. A summary of the funds originally programmed and the adjustments for FFY 2023 is provided in Attachment A. The recommendation of the Transportation Operators Committee (TOC) for the adjustments, including the distribution of additional funds to projects, is contained in Attachment B.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve the adjustments and \$84.8 million in additional FFY 2023 FTA funds to the list of projects as shown in Attachment B.

DISCUSSION

PSRC's 2023 FTA funds were originally distributed to projects as part of the 2020 project selection process using an estimate based on previous funding levels. FTA requires that PSRC review the estimates with the actual allocation approved by Congress on an annual basis. In January of 2023, PSRC was notified of the region's final allocation of FFY 2023 FTA funds. The final 2023 allocation is higher than originally estimated, providing an increase of approximately \$84.8 million to the region. As a reminder, the original estimate was developed in 2020 under the Fixing America's Surface Transportation Act (FAST); the final allocation was made under the new Bipartisan Infrastructure Law (BIL).

There are three urbanized areas (UZAs) in the region, as designated by the U.S. Census. These are the Seattle-Tacoma-Everett UZA, the Bremerton UZA and the Marysville UZA. Kitsap Transit and Community Transit are the sole transit agencies within the Bremerton and Marysville UZAs, respectively. In the Seattle-Tacoma-Everett UZA, there are multiple transit agencies, including three agencies that provide service within the Seattle-Tacoma-Everett UZA but are located outside of it. These include Kitsap Transit in Kitsap County, Intercity Transit in Thurston County, and Skagit Transit in Skagit County. Per adopted regional policy, these external agencies are able to access the FTA funds earned from the service they provide within the Seattle-Tacoma-Everett UZA.

Since Kitsap Transit and Community Transit are the only transit agencies operating in the Bremerton and Marysville UZAs, FTA funds within those UZAs are distributed entirely through an earned share process. In the Seattle-Tacoma-Everett UZA, approximately 86% of the FTA funds allocated to the region are based on the service and operating characteristics of the transit agencies providing service to the UZA. Per adopted regional policy, this portion of the funds is distributed to each transit agency based on their earnings. The remaining funds, approximately 14%, come to the region based on regional attributes, such as population density. This portion of the funds has been distributed via a regional competition.

The \$84.8 million in additional FFY 2023 FTA funds is the net total to the region, reflecting both increases and decreases in amounts earned by each transit agency. This also reflects an increase of approximately \$7.0 million to the regional competitive portion of funds in the Seattle-Tacoma-Everett UZA; per the standard process, some of the additional 2023 regional competitive funds were distributed to previously awarded regional competitive projects advanced from 2024. The subsequent “freed up” 2024 funds and remaining 2023 funds will be distributed later this year through the newly adopted equity formula distribution process.

A summary of the changes between the estimates used for programming as part of the 2020 project selection process and the final 2023 allocation amounts is contained in Attachment A. Attachment B contains the recommended adjustments of earned share and preservation set-aside funding to projects. In addition, seven agencies are requesting a redistribution of funds among projects, as described in Attachment C. The total funding recommendations include five new projects; per adopted policy these projects will be released for public comment from June 1 through June 22, 2023.

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

Attachments:

- A. Summary of PSRC’s FFY 2023 FTA Funding Adjustments
- B. TOC Recommendation of FFY 2023 FTA Earned Share and Preservation Set-aside Funding Adjustments, by Agency and Project
- C. Additional Information on 2023 FTA Redistribution Requests

ATTACHMENT A: SUMMARY OF PSRC'S FFY 2023 FTA FUNDING ADJUSTMENTS

Urbanized Area (UZA)	Original Award	Final Amount	Adjustment
Bremerton	\$4,048,749	\$6,672,159	\$2,623,410
Marysville	\$2,300,001	\$3,163,516	\$863,515
Seattle-Tacoma-Everett	\$186,285,670	\$267,612,952	\$81,327,282
Total for all three UZAs	\$192,634,420	\$277,448,627	\$84,814,207

Bremerton UZA Funding	Original Award	Final Amount	Adjustment
Kitsap Transit	\$4,023,749	\$6,647,159	\$2,623,410
PSRC Planning and Programming	\$25,000	\$25,000	\$0
Total for Bremerton UZA	\$4,048,749	\$6,672,159	\$2,623,410

Marysville UZA Funding	Original Award	Final Amount	Adjustment
Community Transit	\$2,285,001	\$3,148,516	\$863,515
PSRC Planning and Programming	\$15,000	\$15,000	\$0
Total for Marysville UZA	\$2,300,001	\$3,163,516	\$863,515

Seattle-Tacoma-Everett (STE) UZA	Original Award	Final Amount	Adjustment
Earned Share and Preservation Set Aside Funding			
Community Transit	\$10,151,926	\$15,514,649	\$5,362,723
Everett Transit	\$1,438,992	\$1,432,779	(\$6,213)
Intercity Transit	\$2,024,985	\$2,740,164	\$715,179
King County Metro	\$79,687,963	\$111,661,372	\$31,973,409
Kitsap Transit	\$427,136	\$1,610,932	\$1,183,796
Pierce Transit	\$7,767,849	\$10,246,084	\$2,478,235
PSRC Planning and Programming	\$1,210,000	\$1,210,000	\$0
City of Seattle	\$1,433,762	\$1,421,850	(\$11,912)
Skagit Transit	\$0	\$482,949	\$482,949
Sound Transit	\$54,916,611	\$78,549,450	\$23,632,839
Washington State Ferries	\$12,970,981	\$21,499,461	\$8,528,480
Regional Competition & Contingency List Funding			
Projects awarded funds through the regional FTA competition*	\$14,255,465	\$21,243,262	\$6,987,797
Total for STE UZA	\$186,285,670	\$267,612,952	\$81,327,282

Total of All Three UZAs for FFY 2023 FTA Adjustments	\$84,814,207
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Attachment B: TOC Recommendation of FFY 2023 FTA Adjustments, by Agency and Project

New project

Bremerton UZA						
Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Kitsap Transit	Silverdale Transit Center	5307	\$ -	\$ 2,353,286	\$ -	\$ 2,353,286
		5339	\$ -	\$ 107,945	\$ -	\$ 107,945
	Passenger Only Ferry Terminal Improvements (23-24)	5337 HIFG	\$ 276,029	\$ 162,179	\$ -	\$ 438,208
	Bus and OTR Coach Purchase (23-24)	5307	\$ 3,451,170	\$ -	\$ -	\$ 3,451,170
		5339	\$ 296,550	\$ -	\$ -	\$ 296,550
PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$ 25,000	\$ -	\$ -	\$ 25,000
Total			\$ 4,048,749	\$ 2,623,410	\$ -	\$ 6,672,159

Marysville UZA						
Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	Marysville UZA Transit Operations 2023-2024	5307	\$ 2,037,078	\$ -	\$ -	\$ 2,037,078
	Transit Revenue Vehicles 2023-2024	5339	\$ 247,923	\$ -	\$ (247,923)	\$ -
	Swift BRT Gold Line	5339	\$ -	\$ 74,748	\$ 247,923	\$ 322,671
	Preventive Maintenance 2023-2024	5307	\$ -	\$ 788,767	\$ -	\$ 788,767
PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$ 15,000	\$ -	\$ -	\$ 15,000
Total			\$ 2,300,001	\$ 863,515	\$ -	\$ 3,163,516

Seattle-Tacoma-Everett - Earned Share						
Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	Transit Revenue Vehicles 2023-2024	5307	\$6,293,931	\$ -	\$ (4,534,387)	\$ 1,759,544
		5337 HIMB	\$2,284,408	\$ -	\$ -	\$ 2,284,408
		5339	\$869,171	\$ -	\$ (869,171)	
	Swift BRT Gold Line	5307	\$0	\$ 3,519,228	\$ 4,534,387	\$ 8,053,615
	Facilities Rehabilitation, Renovation and Maintenance 2022-2024	5337 HIMB	\$0	\$ 1,710,800	\$ -	\$ 1,710,800
		5339	\$0	\$ 88,149	\$ 869,171	\$ 957,320
Community Transit Totals			\$ 9,447,510	\$ 5,318,177	\$ -	\$ 14,765,687

Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Everett Transit	2022-2023 EVST Electronic Signage (Passenger Amenities)	5339	\$104,102	\$ (3,655)	\$ -	\$ 100,447
	2023 Preventive Maintenance for the Vehicle Fleet	5307	\$1,270,898	\$ -	\$ (1,270,898)	\$ -
	2023 Everett Station HVAC Replacement	5307	\$0	\$ 4,111	\$ 1,270,898	\$ 1,275,009
Everett Transit Totals			\$ 1,375,000	\$ 456	\$ -	\$ 1,375,456
Intercity Transit	Pattison MOA Base Rehabilitation and Expansion	5307	\$0	\$ 717,244	\$ 1,779,354	\$ 2,496,598
		5339	\$0	\$ (2,065)	\$ 245,631	\$ 243,566
	FY 2023 - 2024 Replacement Fixed Route Coaches	5307	\$559,354	\$ -	\$ (559,354)	\$ -
		5339	\$245,631	\$ -	\$ (245,631)	\$ -
	FY 23-24 Capital Preventive Maintenance	5307	\$320,000	\$ -	\$ (320,000)	\$ -
	FY 2023 - 2024 Vanpool Vans	5307	\$900,000	\$ -	\$ (900,000)	\$ -
Intercity Transit Totals			\$ 2,024,985	\$ 715,179	\$ -	\$ 2,740,164
King County Metro	Atlantic Base Pavement Replacement	5337 HIFG	\$531,527	\$ 1,938,620	\$ -	\$ 2,470,147
	Atlantic Base Vehicle Maintenance Bus Lifts	5337 HIFG	\$0	\$ 6,728,478	\$ -	\$ 6,728,478
	Atlantic Base Trolley Power System Replacement	5337 HIFG	\$1,864,761	\$ -	\$ -	\$ 1,864,761
	King County Metro Bus Acquisition 2023-2024	5307	\$36,626,935	\$ -	\$ (20,000,000)	\$ 16,626,935
		5337 HIMB	\$8,038,793	\$ -	\$ (8,038,793)	\$ -
		5339	\$3,819,168	\$ 2,643,734	\$ -	\$ 6,462,902
	Trolley System Transit Asset Management 2023-2024	5337 HIFG	\$3,842,610	\$ -	\$ -	\$ 3,842,610
	Vehicle, Equipment and Facilities Maintenance for Electric Trolley	5337 HIFG	\$17,062,360	\$ -	\$ (13,751,365)	\$ 3,310,995
	Vessel Preservation 2023-2024	5337 HIFG	\$1,472,452	\$ -	\$ (1,472,452)	\$ -
	Vessel Maintenance 2023-2024	5337 HIFG	\$900,000	\$ -	\$ -	\$ 900,000
	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$0	\$ 14,333,550	\$ 20,000,000	\$ 34,333,550
		5337 HIMB	\$0	\$ 3,456,803	\$ 8,038,793	\$ 11,495,596
Trolley Bus ESS Unit Replacement	5337 HIFG	\$0	\$ 3,011,183	\$ 15,223,817	\$ 18,235,000	
King County Totals			\$ 74,158,606	\$ 32,112,368	\$ -	\$ 106,270,974
Kitsap Transit	Silverdale Transit Center	5307	\$ -	\$ 1,180,356	\$ -	\$ 1,180,356
	Passenger Only Ferry Terminal Improvements (23-24)	5337 HIFG	\$ 20,503	\$ 15,084	\$ -	\$ 35,587
	Bus and OTR Coach Purchase (23-24)	5307	\$ 358,324	\$ -	\$ -	\$ 358,324
		5339	\$ 48,309	\$ (11,644)	\$ -	\$ 36,665
Kitsap Transit Totals			\$ 427,136	\$ 1,183,796	\$ -	\$ 1,610,932
	ADA Service 2023-24	5307	\$698,298	\$ -	\$ -	\$ 698,298

Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Pierce Transit	Clean Fuels Bus Replacement Expansion 2023-24	5307	\$5,784,247	\$ -	\$ (138,246)	\$ 5,646,001
		5337 HIMB	\$79,548	\$ 127,162	\$ -	\$ 206,710
		5339	\$705,322	\$ 3,619	\$ -	\$ 708,941
	Shuttle Revenue Vehicles 2023-24	5307	\$0	\$ 2,353,264	\$ 138,246	\$ 2,491,510
Pierce Transit Totals			\$ 7,267,415	\$ 2,484,045	\$ -	\$ 9,751,460
PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$ 1,210,000	\$ -	\$ -	\$ 1,210,000
PSRC Totals			\$ 1,210,000	\$ -	\$ -	\$ 1,210,000
City of Seattle	Monorail System Maintenance 2023-2024	5307	\$430,129	\$ (72,260)	\$ (28,342)	\$ 329,527
		5337 HIFG	\$593,051	\$ 72,717	\$ -	\$ 665,768
	Seattle Streetcar System Maintenance 2023-2024	5307	\$351,819	\$ -	\$ 28,342	\$ 380,161
City of Seattle Totals			\$ 1,374,999	\$ 457	\$ -	\$ 1,375,456
Skagit Transit	Skagit Transit Maintenance Operations and Adminstration Facility	5307	\$ -	\$ 440,021	\$ -	\$ 440,021
		5339	\$ -	\$ 42,928	\$ -	\$ 42,928
Skagit Transit Totals			\$ -	\$ 482,949	\$ -	\$ 482,949
Sound Transit	Downtown Redmond Link Extension	5307	\$22,297,584	\$ -	\$ -	\$ 22,297,584
	Tacoma Dome Link Extension	5307	\$0	\$ 9,843,957	\$ -	\$ 9,843,957
	Regional Express Bus Program (2023-2024)	5307	\$0	\$ 271,538	\$ -	\$ 271,538
		5337 HIMB	\$8,105,425	\$ 3,119,747	\$ -	\$ 11,225,172
		5339	\$1,430,970	\$ 59,536	\$ -	\$ 1,490,506
	Sounder and Link State of Good Repair (2023-2024)	5337 HIFG	\$19,272,104	\$ 10,356,653	\$ -	\$ 29,628,757
Sound Transit Totals			\$ 51,106,083	\$ 23,651,431	\$ -	\$ 74,757,514
Washington State Ferries	Seattle Multimodal Terminal at Colman Dock	5307	\$3,490,636	\$ -	\$ -	\$ 3,490,636
	Vessel Preservation and Improvement (2023- 2024)	5307	\$944,210	\$ 1,325,686	\$ -	\$ 2,269,896
		5337 HIFG	\$7,636,112	\$ 7,064,941	\$ -	\$ 14,701,053
Washington State Ferries Totals			\$ 12,070,958	\$ 8,390,627	\$ -	\$ 20,461,585
Seattle-Tacoma-Everett Regional Competition						
Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final

Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
King County Metro	South King County Corridor Speed and Reliability Improvements	5307	\$ 737,000	\$ -	\$ -	\$ 737,000
Pierce Transit	Spanaway Transit Center Phase II	5307	\$ 1,271,477	\$ -	\$ -	\$ 1,271,477
Seattle	Northgate to Downtown Transit Improvements	5307	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000
Sound Transit	I-405 Bus Rapid Transit	5307	\$ 5,607,438	\$ -	\$ -	\$ 5,607,438
	SR 522/NE 145th St BRT	5307	\$ 727,310	\$ -	\$ -	\$ 727,310
	NE 130th Street Infill Station	5307	\$ 2,912,240	\$ -	\$ -	\$ 2,912,240
Funds advanced from 2024 to 2023						
Sound Transit	NE 130th Street Infill Station	5307	\$ -	\$ 3,207,110	\$ -	\$ 3,207,110

Remaining 2023 funds available for equity formula distribution*

TBD	TBD	5307	\$ -	\$ 3,780,687	\$ -	\$ 3,780,687
Regional Competitive Totals			\$ 14,255,465	\$ 6,987,797	\$ -	\$ 21,243,262

* The \$7.0 million in “freed up” 2024 funds and remaining additional 2023 funds will be distributed later this year through the newly adopted equity formula distribution process.

Seattle-Tacoma-Everett - Preservation Set Aside (from regional portion of funds but distributed via earned share percentages)						
Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	Transit Revenue Vehicles 2023-2024	5307	\$ 704,416	\$ -	\$ (704,416)	\$ -
	Facilities Rehabilitation, Renovation and Maintenance 2022-2024	5307	\$ -	\$ 44,546	\$ 704,416	\$ 748,962
Everett Transit	2023 Everett Station Preventive Maintenance	5307	\$ 63,992	\$ (6,669)	\$ -	\$ 57,323
King County	King County Metro Bus Acquisition 2023-2024	5307	\$ 5,529,357	\$ (138,959)	\$ -	\$ 5,390,398
Pierce Transit	Clean Fuels Bus Replacement Expansion 2023-24	5307	\$ 500,434	\$ (5,810)	\$ -	\$ 494,624
City of Seattle	Seattle Streetcar System Maintenance 2023-2024	5307	\$ 58,763	\$ (12,369)	\$ -	\$ 46,394
Sound Transit	Regional Express Bus Program (2023-2024)	5307	\$ 3,810,528	\$ -	\$ (3,810,528)	\$ -
	Sounder and Link State of Good Repair (2023-2024)	5307	\$ -	\$ (18,592)	\$ 3,810,528	\$ 3,791,936
Washington State Ferries	Vessel Preservation and Improvement (2023-2024)	5307	\$ 900,023	\$ 137,853	\$ -	\$ 1,037,876
Preservation Set-aside Totals			\$ 11,567,513	\$ -	\$ -	\$ 11,567,513

STE UZA Totals \$ 186,285,670 \$ 81,327,282 \$ - \$ 267,612,952

Total FFY 2023 FTA Funds \$ 192,634,420 \$ 84,814,207 \$ - \$ 277,448,627

ADDITIONAL INFORMATION ON 2023 FTA REDISTRIBUTION REQUESTS

COMMUNITY TRANSIT

REQUEST: Community Transit requests to redistribute the following funds from its “Transit Revenue Vehicles 2023-2024” project to its “Swift BRT Gold Line” project and the new “Facilities Rehabilitation, Renovation and Maintenance 2022-2024” project:

- \$247,923 in 2023 Marysville (MAR) 5339 funding;
- \$4,534,387 in 2023 Seattle-Tacoma-Everett (STE) 5307 Earned Share funding;
- \$869,171 in 2023 STE 5339 funding; and
- \$704,416 in 2023 STE 5307 Preservation Set-aside funding.

RATIONALE: The redistribution is needed because the agency's bus order plans have changed due to recent service adjustments. These adjustments reflect post-COVID ridership changes, driver staffing shortages, and 2024 service network changes related to future LINK Light Rail service to Lynnwood. The new “Facilities Rehabilitation, Renovation and Maintenance 2022-2024” project will use the funds for rehabilitation, renovation and maintenance of transit facilities, including base buildings, park and rides, transit stations and bus stops.

PROJECT SCOPE IMPACTS:

- **Transit Revenue Vehicles 2023-2024** – The project scope will be reduced by five buses.
- **Swift BRT Gold Line** - The project scope will not change as the agency will be using the federal funds to displace local funds.
- **Facilities Rehabilitation, Renovation and Maintenance 2022-2024** – New project

EVERETT TRANSIT

REQUEST: Everett Transit requests to redistribute \$1,270,898 in 2023 5307 funding from its “2023 Preventive Maintenance Vehicle Fleet” project to the new “2023 Everett Station HVAC Replacement” project.

RATIONALE: The redistribution is needed so the agency can use the funding for a new “2023 Everett Station HVAC Replacement” project. Everett Station has an out-of-date HVAC system that no longer runs efficiently and the computer system that runs it can no longer be serviced. The new project will use the funds to replace the outdated HVAC system and may include air handlers, terminal units, and controls.

PROJECT SCOPE IMPACTS:

- **2023 Preventive Maintenance Vehicle Fleet** – There will be no impact to the preventive maintenance of the vehicle fleet because maintenance costs have decreased exponentially with the transition to an electric fixed route fleet. Currently, there is enough funding in the project to cover maintenance costs through September 2024.
- **2023 Everett Station HVAC Replacement** – New project

INTERCITY TRANSIT

REQUEST: Intercity Transit requests to redistribute \$1,779,354 in 2023 5307 Earned Share funding and \$245,631 in 2023 5339 funding from its “FY 2023 - 2024 Replacement Fixed Route Coaches”, “FY 23-24 Capital Preventive Maintenance”, and “FY 2023 - 2024 Vanpool Vans” projects to its “Pattison MOA Base Rehabilitation and Expansion” project.

RATIONALE: The redistribution is needed so that the agency can use the additional federal funding to displace local funds in the “Pattison MOA Base Rehabilitation and Expansion” project, which will free up local funds needed for other critical projects.

PROJECT SCOPE IMPACTS:

- **FY 2023 - 2024 Replacement Fixed Route Coaches** - The project scope will be reduced by five fixed route coaches.
- **FY 23-24 Capital Preventive Maintenance** – The project scope will be adjusted to reflect the reduced percentage of federal funds used for eligible Capital Preventive Maintenance expenses.
- **FY 2023 - 2024 Vanpool Vans** - The project scope will be reduced by thirty vanpool vans.
- **Pattison MOA Base Rehabilitation and Expansion** - The project scope will not change as the agency will be using the local funds to displace federal funds.

KING COUNTY METRO

REQUEST: King County Metro requests to redistribute \$20,000,000 in 2023 5307 Earned Share funding and \$8,038,793 in 2023 5337 HIMB funding from its “King County Metro Bus Acquisition 2023-2024” project to its “Vehicle, Equipment and Facilities Maintenance 2021-2024” project.

RATIONALE: The redistribution is needed to make more efficient use of funds due to probable delivery delays and lack of 60' coaches for purchase. The agency therefore requests to redistribute these funds to its vehicle maintenance activities where the funds can be drawn down more quickly and efficiently.

PROJECT SCOPE IMPACTS:

- **King County Metro Bus Acquisition 2023-2024** – The project scope will be reduced from purchasing 110 vehicles to 80 forty-foot buses vehicles. The agency anticipates ordering additional sixty-foot coaches once the builder is able to produce a vehicle with performance metrics that meet their contract specifications.
- **Vehicle, Equipment and Facilities Maintenance 2021-2024** - The project scope will not change as it still accurately reflects the percentage of the agency’s annual budget for this work that is made up of federal funds.

KING COUNTY METRO

REQUEST: King County Metro requests to redistribute \$15,223,817 in 2023 5337 HIFG funding from its “Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024” and “Vessel Preservation 2023-2024” projects to a new “Trolley Bus ESS Unit Replacement” project.

RATIONALE: The redistribution is needed to allow the agency to utilize toll credits provided by WSDOT to fund an emerging urgent need to replace the energy storage system (ESS) units in all of its trolley buses. The ESS units are beginning to fail and need replacement over the next two years. The new “Trolley Bus ESS Unit Replacement” project will use the funds to replace the worn-out Energy Supply Systems (ESS) in all 174 trolley buses. Redistributing the funds to this new project will allow Metro to draw its 5337 HIFG funds down faster and more efficiently.

PROJECT SCOPE IMPACTS:

- **Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024** – The project scope will not change as it still accurately reflects the percentage of the agency’s annual budget for this work that is made up by federal funds.
- **Vessel Preservation 2023-2024** – This project will close out once the funds are removed. The agency is delaying these preservation activities until 2025 or 2026.
- **Trolley Bus ESS Unit Replacement** – New project

PIERCE TRANSIT

REQUEST: Pierce Transit requests to redistribute \$138,246 in 2023 5307 Earned Share funding from its “Clean Fuels Bus Replacement Expansion 2023-24” project and to a new “Shuttle Revenue Vehicles 2023-24” project.

RATIONALE: The redistribution is needed because the bus replacement benchmark in Pierce Transit’s transit asset management plan requires few buses during the next six-year cycle, which will leave federal funds on the table. Therefore, rather than use the funds for bus procurement under the “Clean Fuels Bus Replacement Expansion 2023-24” project, the agency requests to redistribute the funds to the new “Shuttle Revenue Vehicles 2023-24” project. The “Shuttle Revenue Vehicles 2023-24” project will use the funds for the purchase of approximately 17 vehicles to support complementary ADA paratransit service. This procurement is scheduled for 2023.

PROJECT SCOPE IMPACTS:

- **Clean Fuels Bus Replacement Expansion 2023-24** - The project scope will not change as the agency will be using the local funds to displace federal funds.
- **Shuttle Revenue Vehicles 2023-24** – New project

CITY OF SEATTLE

REQUEST: The City of Seattle requests to redistribute \$28,342 in 2023 5307 funding from its “Monorail System Maintenance 2023-2024” project to its “Seattle Streetcar System Maintenance 2023-2024” project.

RATIONALE: The redistribution is needed because, after reductions in federal and local funding in the “Seattle Streetcar System Maintenance 2023-2024” project, the City of Seattle needs to shift some funds to the “Seattle Streetcar System Maintenance 2023-2024” project. This redistribution will maintain the overall funding balance between these two system maintenance projects, per the agency’s general practice.

PROJECT SCOPE IMPACTS:

- **Monorail System Maintenance 2023-2024** - The project scope will not change as the agency will be using the federal funds to displace local funds.
- **Seattle Streetcar System Maintenance 2023-2024** - The project scope will not change as the agency will be using the local funds to displace federal funds.

SOUND TRANSIT

REQUEST: Sound Transit requests to redistribute \$3,810,528 in 2023 5307 Preservation Set-aside funding from its “Regional Express Bus Program (2023-2024)” project and to its “Sunder and Link State of Good Repair (2023-2024)” project.

RATIONALE: The redistribution is needed because the “Regional Express Bus Program (2023-2024)” project would use the funds for a bus replacement procurement that won’t initiate until late 2024 or early 2025. However, the “Sunder and Link State of Good Repair (2023-2024)” project can use these funds for the agency’s Passenger Info Management System (PIMS). Since this activity is already underway and will continue through 2023, the agency can therefore spend the funds more efficiently by redistributing them to the “Sunder and Link State of Good Repair (2023-2024)” project.

PROJECT SCOPE IMPACTS:

- **Regional Express Bus Program (2023-2024)** - The project scope will not change as the agency will be using the local funds to displace federal funds.
- **Sunder and Link State of Good Repair (2023-2024)** - The project scope will not change as the agency will be using the federal funds to displace local funds.



Puget Sound Regional Council

DISCUSSION ITEM

June 1, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **2023 Legislative Session Recap**

IN BRIEF

The Washington State Legislature concluded its regular session on April 23rd, which included significant changes to the Growth Management Act and other actions that relate to local planning efforts. Staff will provide an overview of relevant activities for the Transportation Policy Board at their June 8 meeting.

DISCUSSION

A number of pieces of important legislation were passed during the 2023 Legislative Session. This included bills and state budget investments related to housing, changing the Growth Management Act, climate change and other important topics

At the June 8 Transportation Policy Board meeting, staff will provide an overview of legislation and state budget investments relevant to PSRC's work program. In addition, PSRC is hosting a Passport to 2044 webinar with the Department of Commerce on June 28 from 1:30 – 3:00 pm to provide an in-depth discussion of the legislative changes and what they mean for local planning. The state Department of Commerce is also preparing materials and organizing additional sessions to aid cities and counties with understanding the implementation of these bills.

PSRC will be working with local jurisdictions to guide the comprehensive plan updates and ensure communities are well positioned to meet the current and future state requirements.

For more information, please contact Robin Koskey at rkoskey@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

June 1, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **ADA Transition Planning Research**

IN BRIEF

As called for in the Regional Transportation Plan, staff will share findings from the preliminary research conducted on Americans with Disability Act (ADA) Transition Plans and the results of the regional inventory survey conducted in April 2023.

DISCUSSION

The Regional Transportation Plan calls on PSRC to “Elevate the work and needs of ADA transition planning, including monitoring the progress and supporting the development and analysis of local plans.” As a first step to accomplish this action, PSRC staff conducted background research on ADA transition planning (elements related to public rights-of-ways and/or pedestrian facilities) and completed a regional inventory survey to help inform direction from the board on this work.

Title II of the ADA requires all public entities to conduct a self-evaluation or an assessment of current programs, facilities, policies, and practices to become compliant with the ADA. If structural changes are necessary for achieving program accessibility, an ADA transition plan is required for public entities with 50 or more employees. ADA transition plans are required to summarize the agency’s planned efforts to remove barriers, such as physical obstacles in the public right of way that limit the accessibility of people with disabilities. The plan should be updated periodically to ensure the ongoing needs of the community continue to be met.¹

¹ Federal Highway Administration (2022), *Questions and Answers About ADA/Section 504*, Retrieved from: https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm#q13

The U.S. Department of Justice, which has the ultimate enforcement authority for ADA compliance, has delegated enforcement responsibility to several Federal executive agencies including the U.S. Department of Transportation and its operating administrations, such as the Federal Highway Administration (FHWA). In Washington State, FHWA requires the Washington State Department of Transportation (WSDOT) to monitor and enforce compliance with the ADA of any entity receiving state and/or federal funding through WSDOT.²

To gather comprehensive information from agencies on their transition planning status, PSRC created an online survey and reached out to all member jurisdictions in the region in April 2023. Key questions include the main contacts for ADA planning efforts, the status of each agency's self-evaluation and ADA transition planning work, and a link to the completed plan(s), if available.

Of the 80 total jurisdictions that responded to the survey (4 counties and 76 cities and towns), 55 jurisdictions have more than 50 employees and thus are required to produce transition plans.

- Among the 55 jurisdictions:
 - 39 jurisdictions (71%) reported that they have completed an ADA transition plan;
 - 11 jurisdictions (20%) indicated their plan is in progress; and
 - 5 jurisdictions (9%) said that they have not yet started the planning process.

At the June 8 Transportation Policy Board meeting, staff will provide a report on the research into ADA transition plans and the current status of the ADA planning efforts undertaken by member jurisdictions. Key inventory survey results will be shared and the board will be asked to provide direction on next steps.

For additional information, please contact Jean Kim at jkim@psrc.org or (206) 971-3052, or Nick Johnson at njohnson@psrc.org or (206) 464-7890.

² WSDOT (June 2022), *Local Agency Guidelines*, Retrieved from: <https://www.wsdot.wa.gov/publications/manuals/fulltext/M36-63/LAG.pdf>



Puget Sound Regional Council

DISCUSSION ITEM

June 1, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: Safety Program Updates

IN BRIEF

At its June 8 meeting, the Transportation Policy Board will be briefed on the status of the \$4.9 million USDOT Safety Action Plan grant recently awarded to PSRC and six member partners, and hear about future funding opportunities under the [Safe Streets and Roads for All \(SS4A\) program](#). Information on PSRC's first Regional Safety Summit will also be provided.

DISCUSSION

The Bipartisan Infrastructure Law (BIL) established the new USDOT Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

[PSRC received a \\$4.9 million grant](#) under the first round of FY 2022 funding to develop a Regional Safety Plan and to assist and provide administrative oversight to six member agencies to develop their own local safety action plans. USDOT strongly encouraged this regional coordination and consolidation of grant requests and conveyed that regional collaboration will be expected for successful second round applications as well.

The second round of USDOT's SS4A grant program for FY 2023 has now been released. PSRC is considering submitting a proposal in the second round of funding to continue this regional support role for up to six additional jurisdictions who are seeking to complete local safety action plans meeting the SS4A requirements. The grant criteria prioritize support for communities with higher rates of fatalities and serious injuries, and a higher proportion of underserved communities.

To meet the July 10 deadline for the grant application, PSRC sent a form soliciting interest from member agencies who wish to participate. PSRC will review submittals and determine which partner grants may be consolidated in early June.

Regional Safety Summit – Save the Date!

In a related topic, PSRC will host a regional safety summit on June 29, 2023, at the Seattle Convention Center. The one-day conference will gather diverse voices including elected officials, member agency staff and members of the public to discuss how the region moves toward reaching zero road fatalities. The summit will be a first step to inform the creation of a regional safety plan and will feature speakers from across the country who are leading the push for safer and more equitable transportation systems.

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



Puget Sound Regional Council

DISCUSSION ITEM

June 1, 2023

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: PSRC Funding Updates

IN BRIEF

A number of PSRC funding activities will be underway over the next six months. Staff will provide a report on these activities, including the Rural Town Centers and Corridors Program, the Transportation Alternatives Program, the Equity Pilot, and the FTA equity formula distribution.

DISCUSSION

PSRC conducts a competitive project selection process every two years for certain funding programs under the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Actions taken as part of the project selection process conducted in 2022 led to three smaller funding processes that will be undertaken this summer. In addition, the Transportation Alternatives Program is a national set-aside program for which PSRC has project selection authority, and that competition will also be conducted this summer. Each process is described in greater detail below.

Rural Town Centers and Corridors Program

In 2003, PSRC established the Rural Town Centers and Corridors (RTCC) Program to assist rural communities in implementing town center and corridor improvements. PSRC's project selection process for FHWA funding has set aside an amount for this program since 2004, with competitions for the available funding in the subsequent year. The funding amount for the program has increased over time, and the 2023 process will distribute \$6.1 million of 2025-2026 funds.

The call for projects for the 2023 RTCC competition was released on May 22, 2023. The process includes a two-stage collaborative effort between PSRC and each of the four countywide organizations. Eligible projects will be reviewed by each of the four countywide organizations and up to three projects from each county will be submitted into the regional competition conducted by PSRC. Project recommendations will be brought to the Transportation Policy Board in September.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a national set-aside of FHWA funds that provides funding for community-based transportation improvements such as bicycle and pedestrian facilities, historic preservation of transportation assets, environmental mitigation, and others. Metropolitan Planning Organizations such as PSRC have a role in the selection of projects to receive funding from the TAP within each region. For the 2023 TAP competition, PSRC is distributing approximately \$25 million of 2024-2026 funds. The call for projects will be released shortly, and project recommendations will be brought to the Transportation Policy Board in September.

Equity Pilot

As part of the 2022 project selection process, both the equity and safety criteria were significantly strengthened, and a new set-aside was established to conduct an Equity Pilot. Staff was directed to work with the Regional Equity Advisory Committee (EAC) to develop the pilot and distribute approximately \$6 million. Based on the outcomes of the pilot, recommendations on any further changes to the criteria for future competitions will also be considered.

The EAC has been reviewing PSRC's project selection process, the equity criterion, and options for the pilot since January. A small subgroup of EAC members will spend the next few months working with staff to develop the pilot, with a scheduled release in September. Recommendations would come back to the Transportation Policy Board in November and December for consideration.

FTA Equity Formula Distribution

The Transportation Policy Board took action in March to recommend a new distribution methodology for a portion of PSRC's FTA funds. Rather than conducting a regional competition, approximately 14% of the funds within the Seattle-Tacoma-Everett Urbanized Area are to be distributed via a new equity formula to more directly improve transit services to PSRC's six equity focus area populations: people of color, people with low incomes, seniors, youth, people with disabilities, and people with limited English proficiency.

Staff was directed to work with PSRC's Transportation Operators Committee (TOC) to develop procedures to ensure the distribution of funds has a demonstrable effect on improving equitable outcomes, and for a monitoring and reporting system into the future. The recommended approach is included in Attachment A.

The distribution of funds and identification of projects will commence shortly, and recommendations and additional information as described in the attachment will be brought back to the Transportation Policy Board in the coming months.

For additional information, please contact Kelly McGourty at kmcgourty@psrc.org or (206) 971-3601.

Attachments:

- A. Recommended Approach for Identifying the Uses and Subsequent Reporting of the FTA Equity Formula Distribution

Attachment A: RECOMMENDED APPROACH FOR IDENTIFYING THE USES AND SUBSEQUENT REPORTING OF THE FTA EQUITY FORMULA DISTRIBUTION

In coordination with the Transportation Operators Committee, PSRC has developed the following procedures to demonstrate the PSRC FTA funds distributed via an equity allocation formula are used to improve equity and demonstrably support PSRC's identified equity focus area populations, hereafter referred to as "EFAs." These procedures fall under the two categories below.

Step 1 – Project Identification

Once the distribution formula is determined, each agency must identify specific projects and amounts that are forwarded to the PSRC boards for final approval. At the point of project submittal, each agency must provide a description of how the project supports and improves equity.

Each agency will provide, for each project, the relationship to EFAs within the project area and how the project improves mobility and access to opportunities for EFAs. Each project will reference population data using PSRC support materials as necessary, and an identification of the benefit and improvement to equity.

At a minimum, the Equity criterion established in the *2022 Policy Framework for PSRC's Federal Funds* should be addressed for each project:ⁱ

- Identifying the EFAs served by the project and how the project addresses any disparities or gaps for those populations.
- The public outreach process that led to the project, including specific outreach to the EFAs identified above.
- If the project is in an area of displacement risk, identifying the mitigation strategies in place by the agency or local jurisdiction.

Guidance is provided for responding to each of the bullets above, applicable to all projects. Examples for how programmatic types of projects or projects that are more unique in nature or location might respond to the first bullet above is provided below.

However, agencies are encouraged not to apply the Equity Formula Distribution in the same manner as the Earned Share Distribution, but instead focus these funds to the extent possible on investments that are more likely to improve equitable outcomes.

- ***Bus purchase projects*** might refer to the relevant routes on which the buses will be used to identify the population groups. If the project is for expansion buses the increase in service could be described; if the project is for replacement buses, the resilience and reliability of the service could be described – both with the lens of providing benefits and improved equity to the identified population

groups. If the bus purchase will not be tied to a specific route or area, responding to the equity questions will be more challenging – agencies are encouraged to focus the Equity Formula funds on projects that are more directly tied to equity improvements.

- ***Ferry projects (terminal or vessel improvements)*** are unique in their location compared to the region's EFA populations. While the proportion of these populations may be lower than the regional averages, data may still be provided using Census tract data. To the extent feasible agencies should identify data related to these population groups based on either the location of the terminal(s) and/or any ridership data that might be available. The benefits of the project for these population groups should also be described – for example, improved service, improved reliability, improved access, etc.

Step 2 - Monitoring

PSRC has several ongoing monitoring efforts related to transit and equity data. PSRC will continue the tracking of transit ridership and service by EFAs to the extent feasible and share data in the RTP Performance Dashboard.

In addition, as part of the update of PSRC's base transportation network approximately every four years, data will be collected and compared against the baseline of the existing PSRC data of access by EFAs to every transit stop throughout in the region per the Equity Formula Distribution.

To the extent feasible, additional contextual data such as density and land use will be included in the analysis and monitoring.

ⁱ This criteria is consistent with the Justice 40 Initiative and criteria included in FTA discretionary grant programs.

PSRC Transportation Work Program - Draft Progress Reporting

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

Status	
■	Preparing
■	In Progress
■	Complete
■	Tentative

Project	Status to-date
Regional Transportation Plan	
Alignment of RTP and Funding Cycles	tbd - pending further board discussions
Update RTP Project Prioritization Framework	tbd - pending further board discussions
Board work group to determine 2026 RTP scope of work	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
PSRC Funding	
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 / Equity Formula Distribution	TOC process recommendations May 2023; anticipated process conducted June-July 2023
Annual FTA Adjustments Process	2023 adjustments process recommendations June 2023
Rural Town Centers and Corridors Project Selection	Call for Projects released May 2023
Transportation Alternatives Project Selection	Call for Projects to be released early June 2023
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
Transportation Improvement Program (TIP)	
2025 -2028 TIP Development	Q3-Q4 2024, following 2024 project selection
Conduct Equity Analysis of draft 2025-2028 TIP	Q3-Q4 2024
Release of 2025-2028 TIP for Public Comment	Q3-Q4 2024
Board Action on 2025-2028 TIP	Q4 2024
Monthly TIP Amendments	Ongoing
Project Tracking/Rebalancing	Ongoing
Climate: GHG Analysis and Planning	
2030 Transit Networks and Service	Complete
PSRC 2030 Network Modeling and Analysis	Initial modeling complete; next steps pending further board, RTP Steering Committee discussions and expert panel review
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) - next event June 28
Develop Climate Implementation Strategy with Partners	pending board and RTP Steering Committee direction; April 2023 TPB discussion; expert panel to be convened summer 2023
PSRC Board Progress Briefings	Ongoing
Regional Safety Plan	
Explore Grant/Funding Opportunities	Complete
Apply for Safe Streets for All Grant	Round 1 complete; Round 2 pending
Research current plans, roles and responsibilities	In Progress, beginning local safety plan inventory compilation pending SS4A grant agreements
Convene Stakeholders	Scheduled for June 29, 2023 at SCC
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
Performance Measures and Dashboard <i>Align with Equity Tracker, other related monitoring efforts</i>	
Identify Measures	Complete
Develop Dashboard Outline for Board Feedback	Complete
Assemble Data	Initial set complete; ongoing and continuous
Publish Draft Dashboard	Complete
Refinement and Updates	Ongoing
Annual Board Briefings	tentative Q1 2024
Active Transportation Plan Repackaging	
Repackage Active Transportation Plan	Complete
ADA Transition Plan Technical Assistance	
Research current plans, roles and responsibilities	Preliminary research complete
Board Briefing and Discussion	TPB briefing June 2023
Annual Transit Integration Report	
Report Development	Q3-Q4 2023, scheduling and scoping in progress
Publish Report	Q4 2023
Big Ideas/Transformational Planning	
Regional Convenings to Support Effort	tbd - pending further board discussions
Future of HCT Regional Convening	tbd - pending further board discussions
Data Collection, Analysis, Performance Metrics	
Data collection, maintenance of viz tool, improvements	In Progress, Q1-Q4 2023
Equity, EJ analysis methodology improvements	tentative Q2-Q4 2023
RTP Financial Strategy	
Collaborate with Partners on Implementation Steps	tbd - pending further board discussions