



Puget Sound Regional Council

Executive Board

Thursday, June 22, 2023 • 10:00 – 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: 872 8103 5350 Passcode: 560587

Provide public comment.

- Each member of the public will have 2 minutes to speak. Public comment must relate to an action or discussion item on the agenda.
- **In-person**
Public comment may be made in person at PSRC's office.
- **Comment during the meeting by Zoom or phone:** [Register here](#)
You will have 2 minutes to address the board. 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 srogers@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 (10:00)** – *Mayor Becky Erickson, President*
2. **Communications and Public Comment**
Public comment must relate to an action or discussion item on the agenda.
3. **President's Remarks**
4. **Executive Director's Report**
5. **Committee Report**
6. **Consent Agenda - Action Items (10:25)**
 - a. Approve Minutes of Meeting held April 27, 2023
 - b. Approve Vouchers Dated March 31, 2023 through June 5, 2023 in the Amount of \$2,549,542.37
 - c. Approve Contract Authority for Transportation Projects Database & Online Applications Upgrade
 - d. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program
 - e. Approve FTA Project Extensions

f. Approve 2023 FTA Annual Adjustments

7. Discussion Item (10:30)

a. Federal Legislative Update – *Leslie Pollner and Lauri Hettinger, Senior Policy Advisors, Holland & Knight*

8. Action Item (11:00)

a. Approve Greater Downtown Kirkland Regional Growth Center Designation and Subarea Plans Certification – *Maggie Moore, PSRC*

9. Action Item (11:15)

a. Approve Public Participation Plan – *Michele Leslie and Noah Boggess, PSRC*

10. Information Item

a. New Employee Status Report

b. Passport to 2044 Webinar: Legislative Session Wrap-Up & Comprehensive Planning, June 28, 2023. [Registration open!](#)

11. Other Business

12. Next Meeting: In-Person Executive Board, Thursday, July 27, 2023, 10 – 11:30 AM.
We will continue to offer hybrid meeting options but encourage board members to attend in-person quarterly. Food will be served.

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 Sheila Rogers, e-mail srogers@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>.



June 1, 2023

2023 State Legislative Session Review

The board was debriefed on Washington's 2023 Legislative session. Significant changes were made to the Growth Management Act (GMA), including new requirements to plan for housing and for climate change. Three notable pieces of legislation -- House Bill 1110, House Bill 1337, and House Bill 1181 -- were passed. House Bill 1110, the Middle Housing Bill, requires certain cities to authorize development ranging from duplexes to six-plexes in residential zones. House Bill 1337, the ADU Bill, amends the GMA to require cities and counties to allow two accessory dwelling units and detached units on all lots in the zone that allows single-family homes within the urban growth area. House Bill 1181, the Climate Change Bill, adds a requirement to include a climate change and resilience element in local comprehensive plans and for jurisdiction to plan for transportation systems that reduce greenhouse gas emissions. In addition to the legislative changes, \$1 billion was appropriated through the Capital and Operating Budget for the 2023-24 biennium for housing. PSRC played an important role during the session, completing data and mapping analysis of House Bill 1110 and SB 5466 (TOD) to help members understand the impact drafts of the bills could have. PSRC is hosting a Passport to 2044 webinar with the Washington State Department of Commerce on June 28, from 1:30-3:00 p.m., to provide a discussion of legislative changes and what they mean for local planning. [View video](#) and [presentation](#).

For more information, contact Robin Koskey at rkoskey@psrc.org, Liz Underwood-Bultmann at lunderwood-bultmann@psrc.org, or Paul Inghram at pingham@psrc.org.

Comprehensive Planning and Plan Review Support

PSRC staff briefed the board on development of an FAQ document that responds to questions PSRC is receiving about comprehensive plan updates, such as when to seek PSRC review of draft plans and what are the consequences of not completing the update? Staff also provided updates regarding recent guidance, technical

assistance, countywide work, and other support for the 2024 comprehensive plan updates. Guidance documents are available on the [VISION 2050 Planning Resources](#) page. Recent publications include the Equity Planning Resources for Comprehensive Plans and Draft Transportation Guidance. Staff will continue to provide updates on the progress to update comprehensive plans due in 2024 and welcome requests for information and tools needed for the comprehensive plan updates. [View presentation](#).

For more information, contact Liz Underwood-Bultmann, at 206-464- 6174 or lunderwood-Bultmann@psrc.org.



June 8, 2023

Washington Autonomous Vehicle Cluster (WAV-C)

Staff from the Washington Autonomous Vehicle Cluster (WAV-C) provided the board an overview of their program, which is designed to grow the unpiloted and autonomous water vehicles industry in the state. In 2022, the Washington State Department of Commerce launched the Innovation Cluster Accelerator Program (ICAP). The program is a portion of work supported by a \$15 million CARES ACT investment by the U.S. Department of Commerce Economic Development Administration. The Kitsap Economic Development Alliance was awarded a two-year \$500,000 grant under the ICAP program to launch WAV-C. WAV-C's mission is to accelerate innovation for autonomous and unmanned vehicles in the maritime sector and develop a skilled workforce for the next generation of maritime technology. Updates on the program and ICAP program can be found at www.wav-c.com. [View video](#) and [presentation](#).

For more information, contact Jason Thibedeau at jthibedeau@psrc.org or (206) 389-2879.

Americas Competitiveness Exchange Recap

The Board followed a recap detailing the Americas Competitiveness Exchange (ACE). From May 14- May 19, PSRC, in partnership with the Washington State Department of Commerce, hosted the Americas Competitiveness Exchange in the Greater Seattle Region. Nearly sixty members of the ACE delegation participated in the week-long program. The delegates visited private sector companies like Boeing, Microsoft, Starbucks, Amazon, and more. They also visited innovation hubs such as the Center for Urban Waters, the University of Washington's Clean Energy Institute, and the Fred Hutchinson Cancer Center. Representatives from the Washington State Department of Commerce, Washington Maritime Blue, and the Washington Autonomous Vehicle Cluster (WAV-C) joined to discuss the innovative approach to Washington's cluster development. Reception were held throughout the week to connect the delegates with local leaders.

The Puget Sound Regional Council will work with the Organization of American States to track and report outcomes related to the ACE program. View [presentation](#).

For more information, contact Jason Thibedeau at jthibedeau@psrc.org or (206) 389-2879.

In other business, the board

- **EDA Planning Grant Renewed:** The Central Puget Sound Economic Development District was awarded a \$300,000 grant through the Partnership Planning Program.
- **Economic Development Technical Assistance:** Jurisdictions begin the work to update their Comprehensive Plans by December 2024
- **Washington State DOT Continues to work on High-Speed Rail.**
- **Commercial Aviation Coordinating commission:** Washington State Legislature passed HB 1791, which replaced the commission with a Commercial Aviation Work Group
- **PSRC General Assembly:** General Assembly adopted the Fiscal year 2024-2025 Biennial Budget and Work Plan.



Puget Sound Regional Council

MINUTES

Puget Sound Regional Council Executive Board

Thursday, April 27, 2023

Hybrid Meeting, PSRC Board Room

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:00 AM by Mayor Becky Erickson, PSRC Vice President. A video of the meeting was streamed live as well as recorded and will be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live to the meeting. Roll call determined attendance and that a quorum was present.

COMMUNICATIONS AND PUBLIC COMMENT

The following individuals provided public comment:

- Joe A. Kunzler
- Alex Tsimmerman

PRESIDENT'S REMARKS

Vice President Becky Erickson thanked members of the board for joining the meeting. She reported that President Claudia Balducci was unable to attend, so she would be presiding over the meeting.

COMMITTEE REPORTS

Vice President Becky Erickson, Chair, Operations Committee, reported that at today's Operations Committee meeting, the committee recommended approval of vouchers dated February 28, 2023, through April 3, 2023, in the Amount of \$1,132,762.97.

The Operations Committee also recommended approval of contract authority for ongoing administrative support, PSRC's safety work program and the 2023 regional safety convening, a budget amendment and contract authority for subrecipient agreements and consulting contracts to implement safe streets for all safety grant, and transportation projects online application services.

She stated that the Executive Board is being asked to approve the FY 2024-2025 Budget and Work Program to send to the General Assembly next month for its approval. The

Operations Committee has been working with staff since September on its development and the committee recommended approval at its meeting in March.

The Operations Committee also met a new employee and received an update on PSRC's new office space.

CONSENT AGENDA

ACTION: It was moved and seconded (Wahl/Franklin) to:

- a. **Approve Minutes of Meeting held March 23, 2023**
- b. **Approve Vouchers Dated February 28, 2023, through April 3, 2023 in the Amount of \$1,132,762.97**
- c. **Approve Contract Authority for Ongoing Administrative Support**
- d. **Approve Contract Authority for PSRC's Safety Work Program and the 2023 Regional Safety Convening**
- e. **Approve Budget Amendment and Contract Authority for Subrecipient Agreements and Consultant Contracts to Implement Safe Streets for All Safety Grant**
- f. **Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program**
- g. **Approve Certification of Kitsap County Countywide Planning Policies**
- h. **Approve a Change in the Regional Transportation Plan Project Status for Sumner's Stewart Road Corridor Completion: White River Bridge Project**
- i. **Approve a Change in the Regional Transportation Plan Project Status for WSDOT's SR 9 and SR 204 Intersection Vicinity Improvements Project**
- j. **Approve Contract Authority for Transportation Projects Online Application Services**

The motion passes unanimously.

DISCUSSION ITEM

Report on Outcomes of 2023 Legislative Session

Senator Marko Liias and Representative Andrew Barkis briefed the board on outcomes from the 2023 legislative session.

ACTION ITEMS

Recommend Adoption of Fiscal Years 2024-2025 Biennial Budget and Work Program

Andrew Werfelmann, PSRC Budget Manager, briefed the board on the requested action to recommend General Assembly adoption of the Fiscal Years 2024-2025 Biennial Budget and Work Program.

The proposed FY 2024-2025 Biennial Budget and Work Program of \$32.0 million is based on revenue and expense assumptions illustrated in Tables 1 through 7, beginning on page 20 of the Draft FY2024-2025 Biennial Budget and Work Program.

PSRC's major activities in the FY 2024-2025 Budget and Work Program will build on and enhance efforts carried forward from Fiscal Years 2022-2023, focusing on meeting mandates and continuing to provide essential services to members. The budget contains the following elements: Planning Management, Regional Growth Planning, Transportation Planning, Economic Development, Data, Council Support, Communications, and Administrative Services.

The Operations Committee, which has primary responsibility for developing the annual budget and work Program reviewed the revenue and expenditure assumptions as well as PSRC's financial policies. The resulting draft Budget and Work Program received a final review by the Operations Committee on December 1, 2022. The Transportation Policy Board, Growth Management Policy Board, and Economic Development District Board were given information on the proposed draft Budget and Work Program in January 2023.

At its meeting on March 23, the Operations Committee recommended adoption of the budget and work program.

ACTION: It was moved and seconded (Wahl/Simpson) to recommend that the General Assembly approve the Proposed FY 2024-2025 Biennial Budget and Work Program.

ACTION: It was moved and seconded (Wahl/Figueroa) to recommend that the General Assembly adopt Resolution PSRC-A-2023-01 authorizing the submittal of the adopted Fiscal Year 2024-2025 Biennial Budget and Work Program.

The motion passes unanimously.

Approve Regional Transportation Plan Project Amendments

Kelly McGourty, PSRC Director of Transportation Planning, briefed the board on the requested action to adopt a minor amendment to the Regional Transportation Plan.

Ms. McGourty reminded the board that PSRC has adopted Administrative Procedures in the Regional Transportation Plan (RTP) to describe how and when the plan can be amended. She 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.

At its meeting on April 13, the Transportation Policy Board recommended adoption of the amendment.

ACTION: It was moved and seconded (Ralph/Forsythe) that the Executive Board should adopt a minor amendment to the Regional Transportation Plan to

reflect revisions to the Regional Capacity Project list as identified in Attachment A.

The motion passed unanimously.

2023 Project Tracking and Delivery

Jennifer Barnes, PSRC Program Manager, briefed the board on the requested actions related to the 2023 project tracking and delivery.

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

Ms. Barnes reported on a series of actions that were requested to address the 2023 delivery target for PSRC's Federal Highway Administration funds and future project tracking and delivery needs including project extension recommendations, a project exception request, an addition to the project tracking policies, and a supplemental funding action to meet the 2023 delivery target.

She provided information on the following four action items related to 2023 project tracking and delivery:

- The approval of 19 one-year project extensions and the denial of 2 one-year project extensions.
- The approval of an exception for Kitsap County's National STEM School project, to allow an additional 6-months to December 1, 2023.
- The approval of an addition to the Project Tracking Policies as identified in Attachment 3, including granting the Executive Director authority to revisit the federal shares of awarded projects for additional capacity if necessary.
- The approval of supplemental funding to the list of immediately ready-to-go contingency projects identified in Attachment 4 to assist the region in meeting the annual delivery target.

At its meeting on April 13, the Transportation Policy Board recommended approval of the actions related to 2023 project tracking and delivery.

ACTION: It was moved and seconded (Ralph/Forsythe) that the Executive Board should approve the actions related to 2023 project tracking and delivery as detailed in Attachments 1-4.

The motion passed unanimously.

INFORMATION ITEM

Included in the agenda packet was a New Employee Status Report.

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The board will not meet in May. The General Assembly will meet on Tuesday, May 30, 2023, 11:00 AM – 1:00 PM, at Embassy Suites by Hilton Seattle Downtown Pioneer Square.

The Executive Board will next meet on Thursday, June 22, 2023, 10:00 - 11:30 AM. This will be a hybrid meeting.

ADJOURN

The meeting adjourned at 11:27 AM.

Adopted this 22nd day of June 2023.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

Attachment:
eb2023-apr27-Attendance.pdf

Executive Board - April 27, 2023

Members and Alternates that participated for all or part of the meeting included:

		Present
King County	EXC Dow Constantine	1
	CM Claudia Balducci	
	CM Joe McDermott Alt	
	CM Jeanne Kohl-Welles Alt	
Seattle	MYR Bruce Harrell	
	CM Andrew Lewis	1
	CM Tammy Morales	
	CM Dan Strauss	
	CM Teresa Mosqueda Alt	
Bellevue	CM Alex Pedersen Alt	
	MYR Lynne Robinson	1
Federal Way	DPT MYR Jared Nieuwenhuis Alt	
	MYR Jim Ferrell	
Kent	Vacant Alt	
	MYR Dana Ralph	1
Kirkland	CM Toni Troutner Alt	
	MYR Penny Sweet	1
Renton	DP MYR Jay Arnold Alt	1
	MYR Armondo Pavone	1
Redmond	CM James Alberson, Jr. Alt	
	MYR Angela Birney	
Auburn	CM Jessica Forsythe Alt	1
	MYR Nancy Backus	1
Other Cities/Towns in King County	CM Larry Brown Alt	
	CM Chris Roberts, Shoreline	1
	MYR Jeff Wagner, Covington	1
	CM James McNeal, Bothell	
	MYR Mary Lou Pauly, Issaquah Alt	1
	MYR Jan Molinaro, Enumclaw Alt	1
Kitsap County	MYR Rob McFarland, North Bend Alt	1
	COM Charlotte Garrido	1
Bremerton	COM Robert Gelder Alt	
	MYR Greg Wheeler	1
Port Orchard	CM Jeff Coughlin Alt	
	MYR Rob Putaansuu	1
Other Cities/Towns in Kitsap County	CM Jay Rosapepe Alt	
	MYR Becky Erickson, Poulsbo	1
Pierce County	CM Joe Deets, Bainbridge Island Alt	
	EXC Bruce Dammeier	1
Tacoma	CM Ryan Mello	1
	CM Dave Morell Alt	
Lakewood	DP MYR Krstina Walker	1
	CM Keith Blocker Alt	
Other Cities/Towns in Pierce County	CM Don Anderson	1
	CM Linda Farmer Alt	
Snohomish County	MYR Pro Tem Javier Figueroa, University Place	1
	DP MYR Ned Witting, Puyallup Alt	1
Everett	EXC Dave Somers	1
	CM Sam Low	1
Other Cities/Towns in Snohomish County	CM Jared Mead Alt	
	MYR Cassie Franklin	1
Port of Bremerton	CM Don Schwab Alt	
	MYR Barbara Tolbert, Arlington	1
Port of Everett	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
	MYR Mason Thompson, Bothell Alt	1
Port of Seattle	COM Axel Strakeljahn	1
	COM Cary Bozeman Alt	
Port of Tacoma	COM David Simpson	1
	COM Glen Bachman Alt	
Washington State Department of Transportation	COMM Sam Cho	
	COMM Toshiko Hasegawa Alt	
Washington State Transportation Commission	COM Dick Marzano	1
	COMM Kristin Ang Alt	
	Secretary Roger Millar	1
	Julie Meredith Alt	1
	COMM Nicole Grant	
	COMM Jerry Litt Alt	



Puget Sound Regional Council

CONSENT AGENDA

June 15, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Vouchers Dated March 31, 2023 through June 5, 2023 in the Amount of \$2,549,542.37**

IN BRIEF

Two representatives of the Operations Committee review and sign off on the vouchers. In accordance with RCW 42.24.080, following the Operations Committee's review, the Executive Board approves the vouchers.

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

REQUESTED

WARRANT DATE

04/10/23 - 06/05/23

03/31/23 - 05/15/23

VOUCHER NUMBER

AP Vouchers

Payroll

TOTALS

\$ 1,079,904.51

\$ 1,469,637.86

\$ 2,549,542.37

For additional information, please contact Andrew Werfelmann at 206-971-3292; email awerfelmann@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

June 15, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Contract Authority for Transportation Projects Database & Online Applications Upgrade**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000. A request is being made to authorize a consultant contract, not to exceed \$150,000, to support the initial phases to upgrade and modernize the transportation project database and online application system used to support the Regional Transportation Improvement Program (TIP), PSRC funding competitions, Regional Transportation Plan (RTP), and project tracking and delivery.

RECOMMENDED ACTION

Authorize the Executive Director to enter one or more consultant contracts to begin the upgrade and modernization of the transportation projects database and online application system, up to the amount of \$150,000.

BUDGET IMPACT

The adopted Biennial Budget and Work Program for Fiscal Years 2022-2023 includes funding for an overhaul of the TIP database and web applications system. The total budget for this work is not to exceed \$150,000.

DISCUSSION

The transportation project database provides the foundation to PSRC's role as steward of public transportation funds. PSRC utilizes the database to maintain records of all transportation projects that have been programmed into the TIP, including each

project's scope, schedule, budget, and awarded funding. The TIP is the vehicle by which PSRC meets and maintains state and federal requirements for transportation projects and funding. In addition to serving this critical function, the TIP database also provides information needed for PSRC to monitor project progress and implement measures necessary to ensure the region meets its annual federal delivery target. Additionally, PSRC maintains a related database for Regional Capacity Projects identified in the Regional Transportation Plan and utilizes other databases to support grant funding competitions.

PSRC's Transportation Projects Online Application Services is a website containing a suite of forms that works in coordination with these databases, providing the means for project sponsors and funding applicants to submit and manage their applications in a centralized website. These forms allow PSRC staff to track, review, and organize applications as they are submitted. This system is supported by an on-call consultant to provide maintenance and minor updates as needed; the Operations Committee recently authorized the next on-call contract (up to \$30,000 over two years) at its April 2023 meeting.

While it has served the agency well and for many years, the current transportation project database is becoming obsolete. As technology has advanced since the database was initially developed, there is opportunity to upgrade to a system that would more seamlessly integrate the various databases in use, as well as the online application system, providing efficiency and saving time at both ends of the process. Transitioning to a more modern system will also allow PSRC staff to play a stronger internal role in updating forms and analysis tools as they are needed, reducing reliance on an outside consultant to perform these functions.

Transitioning the full database and online form system into a modern platform will require substantial effort. It is anticipated that the work will be implemented in phases, including an initial phase to research potential new platforms and improvements. Implementation activities would then commence up to the available budget.

Ultimately, the upgrade of the transportation database and online form system will allow PSRC to further streamline the data-gathering and analysis processes, reduce reliance on outside contractors to maintain the system, and improve customer service to our member jurisdictions.

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



Puget Sound Regional Council

CONSENT AGENDA

June 15, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Adopt 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. At its meeting on June 8, the Transportation Policy Board recommended adoption of the amendment.

RECOMMENDED ACTION

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

DISCUSSION

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

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

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

Consistency with VISION 2050 and the Regional Transportation Plan

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

Air Quality Conformity

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

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

Funding Reasonably Expected to be Available

For the projects in Exhibit A, PSRC has confirmed 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.

Attachment: 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$913,000				
		\$4,567,893				
		Federal Demonstration Local Total				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,245,839				
		\$3,191,678				
		Federal 5307(Urban) Local Total				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$300,000				
		\$1,500,000				
		Federal 5307(Urban) Local Total				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$244,897				
		Federal 5339 Total				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,912,082				
		Federal 5337 HIMB Total				
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$132,948				
		\$90,000				
		\$6,162,948				
		Federal PROTECT State Local Total				

			PSRC Action Needed				
Sponsor	Project Title and Work Description	Funding	New				
			Project Tracking	Project/Phase	UPWP	Other Amend	
7ÈÚà\&Á\à•â	Battery Electric Buses & Infrastructure Þ^, Á\ Þ&Á\ *!æ { ã*Á [@\!Á @^Á\!&@^Á æ\]! çæ æ\!Á\ææ\!^Á\&dæÁ à^••Áæ á&@æ*ã*Á\ææd^&c\^È	ÅHÈÌÈÈÈÈ ÅJÌÌÈÈÈÈ ÅÌÈÈÈÈÈÈ	Ø^!æÁ\HJQD Š\&æ V\æ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8ÈÚ[~}áÁ\à•â	Downtown Seattle Transit Tunnel (2023-2026) Þ^, Á\ Þ&Á\ *!æ { ã*Á]!^!ã ãæ^Á)*ã^!ã*Á &\}•d^&æ\}æ áÁ @\!Á @^•Á\ Á æáÁ\{ ^!*^}& Áæ @æ*Á ^) @æ &^áÁ\{ ãææ\} Áæ áÁ ç^} çææ\} Á\} @æ &^áÁ\OÖVXÁ &\{ { ~} æææ\} Áæ áÁ&æ^••Á &\}d\ Á~ã\{ ^} çææ\ Á^ç&æ\} Á ^~ã\{ ^} çææ\ Á\]! ç^ç^ ^} çæ æ^Á\ ç&æ\} Áæ áÁææ\{ •È	ÅHÈÈÈÈÈÈ ÅGÈÈÈÈÈÈ ÅGÈÈÈÈÈÈ	Ø^!æÁ\OÖVÖÖ&^æ\}æ Š\&æ V\æ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9ÈÚææ^	RapidRide J Line Òçæ çæ*Á\ Þ&Á\ *!æ { ã*Á &\}•d^&æ\} Á @^Á\ Áæ áÁææ^•Á]æ æ\ææ*ææ\]æ\]!Á Ú\ •^ç^çæ ææææææææææææ Òæ çæ^Á\çææææææææææææ Úçæ, æáÁ\çææææææææææææ Y\ !Á &\} á^•Áæ\} æÁ { [áæææææ\}•È&æ\}^!æææ\} Á &@æ*^•Èææææææææææææ]^á^•dææ\ Á\]! ç^ç^ ^} çæææ áÁ [@\!Á\]! ç^ç^ ^} çæ	Å60,128,514 Å4,071,486 ÅÌÌÈÈÈÈÈÈÈÈ	Ø^!æÁ\HJQD^•D Local V\æ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10È Y ÜÖUV Þ\!ç@^•c Ü^*ã\}	I-90/Unnamed Tributaries to Tibbetts Creek & Lake Sammamish - Fish Passage Òçæ çæ*Á\ Þ&Á\ *!æ { ã*Á]!^!ã ãæ^Á)*ã^!ã*Áæ áÁæ @ [~, æ Á @^•Áæ áÁææææ*Áæ &\}•d^&æ\} Á @^Á\ Á\{ [ç^Á@Á ^çæ çæ*Áæ @ææææææææææææ æ áÁ\]ææææææ\} Áæ ææææææ]ææææææ^Ád^&c\!^•ÈV@ææææææ { ~\çæ^æææ\ Þ&Á\ *!æ áÁ@Á]! *!æ { ã*Á^~&^Á@Á]æ\}^áÁç\^} áæ^!Á&@æ^!Á , æææææææ\} æ Áæææææ\!^} çVÖÈ	ÅFÈHÈÈÈÈÈÈ ÅÌÈÈÈÈÈÈÈÈ ÅHÈÌÈÈÈÈÈÈ ÅÌÌÈÈÈÈÈÈÈÈ	ÖY ÇÈ ÖÜÜÖ T XÇÈ V\æ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11ÈY ÜÖUV Þ\!ç@^•c Ü^*ã\}	US 2/S Fork Skykomish River Bridge at Beckler Rd Vicinity - Painting Þ^, Á\ Þ&Á\ *!æ { ã*Á]!^!ã ãæ^Á)*ã^!ã*Áæ áÁ &\}•d^&æ\} Á @^•Áæ &\}ææææææ]æææææææææææææææææææææ	ÅÌÈÈÈÈÈÈÈÈ ÅFÈÈÈÈÈÈÈÈ ÅÌÈÈÈÈÈÈÈÈ	Ø^!æÁ\APÜÜ T XÇÈ V\æ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
12ÈY ÜÖUV P[!c@^•c Ü^*q}	II-5/Duwamish River BN & UP RR Overcrossing Bridge - Painting P^, Á:[!b&Á:[!*!æ { q*Á]!^ q q æ^Á)*q^!q*Á@É [-É æ Áq á/Á }•d^&q} Á @^• to Á^æ Áq á/Á æ Á@Ác^ à!æ*^Á~!-æ^•É	ÁG €É!ì T XCE Áì Êî HÊ Fï Ø^á^!æÁ PÚÚ ÁJÊG-HÊíí V[æ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13ÈY ÜÖUV P[!c@^•c Ü^*q}	SR 202/Snoqualmie River Bridge - Painting P^, Á:[!b&Á:[!*!æ { q*Á]!^ q q æ^Á)*q^!q*Á@É [-É æ Áq á/Á }•d^&q} Á @^• to Á^æ Áq á/Á æ Á@Ác^ à!æ*^Á~!-æ^•É	Á-HÊî HÊíí ÖY CE Á-HÊî HÊíí V[æ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14ÈY ÜÖUV P[!c@^•c Ü^*q}	SR 202/S Fork Snoqualmie River Bridge - Painting P^, Á:[!b&Á:[!*!æ { q*Á]!^ q q æ^Á)*q^!q*Á@É [-É æ Áq á/Á }•d^&q} Á @^• Áo Á^æ æ á] æ Á@Ác^ à!æ*^Ád^&c^!^É	Á-HÊíí Ê GF Ø^á^!æÁ VÓÖ Áì Êî H T XCE Á-HÊíí ÊH V[æ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15ÈY ÜÖUV P[!c@^•c Ü^*q}	SR 529/Southbound Steamboat Slough Bridge - Bridge Painting Òæ q*Á:[!b&Á:[!*!æ { q*Á@É [-É æ Áq á/Á }•d^&q} Á @^• Áq á/Á æ Á@Ác^ à!æ*^Á~!-æ^•É	ÁF€G Ê Ê Á Ø^á^!æÁ PÚÚ ÁFGÊ HH T XCE ÁF€Êí FÊí€ V[æ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Puget Sound Regional Council

CONSENT AGENDA

June 15, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

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. At its meeting on June 8, the Transportation Policy recommended Executive Board approval .

RECOMMENDED ACTION

The Executive Board should 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 15, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

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 are additional funds 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. At its meeting on June 8, the Transportation Policy Board recommended Executive Board approval.

RECOMMENDED ACTION

The Executive Board should approve the adjustments and \$77.8 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 HMB 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 15, 2023

To: Executive Board
From: Josh Brown, Executive Director
Subject: Federal Legislative Update

IN BRIEF

PSRC's federal consultants Leslie Pollner and Lauri Hettinger, Senior Policy Advisors from Holland & Knight will provide an update on federal policy, funding and legislative efforts in Washington DC.

DISCUSSION

PSRC began working with Holland & Knight (H&K) in December of 2022 with a two-year contract approved by the Executive Board. H&K provides PSRC with advice, expert information and relationship building support on federal affairs, legislation and programs. The law firm has expertise and capacity to provide in-depth analysis of federal legislation and provide updates on federal programs and funding opportunities, adding capacity for PSRC staff. H&K is also facilitating deepened relationship building with members of the federal delegation and staff and federal agency staff. PSRC staff meets with H&K weekly to remain up to date on what is happening in Washington DC.

This is the first time Ms. Pollner and Ms. Hettinger have presented to the Executive Board.

Biographies

Leslie I. Pollner, Senior Policy Advisor

[Leslie Pollner](#) is co-leader of Holland & Knight's Local Government Group and a member of the firm's Public Policy & Regulation Group. Ms. Pollner focuses on several key industries, including transportation, economic development and housing. Her extensive experience in government at both the federal and local level allows her to help clients develop innovative solutions and advocacy strategies to achieve results.

Prior to joining the firm, Ms. Pollner was the deputy mayor for federal affairs in Los Angeles under Mayor Antonio Villaraigosa. She led the city of Los Angeles' office in Washington, D.C., directed its federal advocacy efforts, and managed lobbying teams at the Los Angeles port, airport and public utilities commissions. Ms. Pollner was also the principal liaison with the U.S. Conference of Mayors while Mayor Villaraigosa was the president of the organization and worked with mayors across the country on key issues, including building a coalition to support the transportation reauthorization bill.

Prior to that, Ms. Pollner was a two-time chief of staff for U.S. Reps. Suzanne Kosmas and Tim Mahoney, both of Florida. She has also worked in public affairs consulting and crisis communications support for Fortune 500 companies and helped develop communications strategies for the Bill & Melinda Gates Foundation, concentrating on the nonprofit's education investments.

Lauri A. Hettinger, Senior Policy Advisor

[Lauri Hettinger](#) is a senior policy advisor in the Public Policy & Regulation Group in the Washington, D.C., office of Holland & Knight. Ms. Hettinger advocates for local government municipalities' and industry's infrastructure needs, including surface transportation, water resources, economic development and Army Corps of Engineers.

Prior to joining Holland & Knight, Ms. Hettinger served as staff director for the Senate Environment and Public Works Committee's Subcommittee on Transportation and Infrastructure Ranking Member, George Voinovich (R-OH). In this role, she served as his primary advisor on transportation, water infrastructure, environment, Army Corps of Engineers and economic development. Ms. Hettinger also served as a legislative assistant to Senator Norm Coleman (R-MN), handling his infrastructure, environment, energy and appropriations issues. During the 2002 election cycle, Ms. Hettinger was a senior research analyst for the National Republican Senatorial Committee. She started her legislative career in the office of Senator Strom Thurmond as a legislative correspondent.

For more information contact Robin Koskey at RKoskey@psrc.org or 206-798-4462.



Puget Sound Regional Council

ACTION ITEM

June 15, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board
Councilmember Ed Prince, Chair, Growth Management Policy Board

Subject: **Approve Greater Downtown Kirkland Regional Growth Center Designation and Subarea Plans Certification**

IN BRIEF

The City of Kirkland is seeking designation of its Greater Downtown area as regional growth center. The designation report (Attachment A) and certification report (Attachment B) describe how the center meets applicable requirements.

RECOMMENDED ACTION

The Executive Board should:

1. Designate Greater Downtown Kirkland as a regional growth center.
2. Certify 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.

DISCUSSION

On February 27, 2023, PSRC received an application from the City of Kirkland to designate a 564-acre regional growth center focused around Kirkland's historic downtown and planned bus rapid transit station (view the [application](#) and [attachments](#)). The city applied for designation for an Urban Regional Growth Center. Under the [Regional Centers Framework Update](#), jurisdictions are required to complete subarea plans for proposed centers prior to regional designation. The city adopted the revised Moss Bay Neighborhood Plan in December 2021 and adopted the NE 85th Street Station Area Plan in June 2022.

The [Designation Procedures for New Regional Centers](#) establish the required criteria to designate new regional centers. The designation procedures were updated in 2018 to reflect the adopted Regional Centers Framework. The regional designation is made at the discretion of the Executive Board, after considering the recommendation of the Growth Management Policy Board.

PSRC staff has reviewed the application and supporting information provided by the city. The evaluation of the application is provided in the Regional Center Designation Report (Attachment A). The proposed center meets the eligibility criteria and minimum requirements as outlined in the [Designation Procedures for New Regional Centers](#). At its March meeting, the Executive Board heard a presentation on and discussed the City of Kirkland's proposed regional growth center. On May 4, the Growth Management Policy Board acted to recommend the designation to the Executive Board.

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 [Designation Procedures](#) requires regional center applications to include an adopted subarea plan to meet center eligibility requirements. As a result, plan certification now happens concurrent with center designation process.

Planning for the Kirkland 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 thought 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 B). The report includes recommendations for future planning work. Both the Growth Management Policy Board and Transportation Policy Board recommended certification of the Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan.

At its June 22 meeting, the Executive Board will hear a presentation on the City of Kirkland's application for a regional growth center designation and plan certification. The board is scheduled to take action on designating the proposed center.

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

Attachments:

1. Regional Growth Center Plans Designation Report, City of Kirkland, Greater Downtown Kirkland
2. Regional Growth Center Plan Review Certification Report, Greater Downtown Kirkland



Regional Growth Center Plans Designation Report

City of Kirkland, Greater Downtown Kirkland

April 27, 2023

Overview

On February 27, 2023, the City of Kirkland submitted an application to PSRC for designation of Greater Downtown Kirkland, a 564-acre, well-connected mixed-use, commercial, and high and medium-density residential area, as a Regional Growth Center (RGC) pursuant to the designation procedures adopted by the PSRC Executive Board in June 2018. PSRC staff reviewed the request, along with additional information provided by the city. This report documents the consistency with the regional growth center designation criteria. A separate report regarding subarea plan certification has also been prepared ([available here](#)) and reviews the city's subarea planning for consistency with VISION 2050 and the [Plan Review Manual](#).

Background

The proposed center is located in the City of Kirkland in King County, encompassing the city's historic center. It 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 center currently has over 6,000 residents and over 11,000 employees. Figure 1 demonstrates the location of the proposed center. If designated, Greater Downtown Kirkland would be the thirtieth regional growth center in the region and the second in Kirkland, in addition to Totem Lake.

Designation Recommendation

Staff reviewed the Kirkland application and recommends the PSRC Growth Management Policy Board act to recommend designation to the Executive Board:

Recommend the Executive Board approve the designation of the proposed Greater Downtown Kirkland as a Regional Growth Center.

Centers Framework

Regional centers are a core component of VISION 2050's strategy for accommodating and managing growth in the central Puget Sound region. Regional growth centers are identified as locations of compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. Regional growth centers and transit station areas are expected to accommodate a significant portion of the region's residential growth (65 percent) and employment growth (75 percent).

The Executive Board revised the Designation Procedures for New Centers in 2018 to address updated policy guidance adopted as part of the Regional Centers Framework Update. The [Designation Procedures](#) are designed to ensure that the proposed center can accommodate significant growth, limit the number and distribution of centers, and provide consistency regarding the type, location, distribution, and development potential of new centers. The new framework identifies two types of regional growth centers: Urban Growth Centers and Metro Growth Centers. Kirkland is applying for *Urban Growth Center* designation.



Each application is evaluated using the information and responses to the criteria provided by the applicant. The Regional Centers Framework requires that a subarea plan be completed and adopted prior to the submittal of a regional center designation application. The subarea plan is evaluated, concurrent with the designation process, for consistency with the planning requirements for regional growth centers.

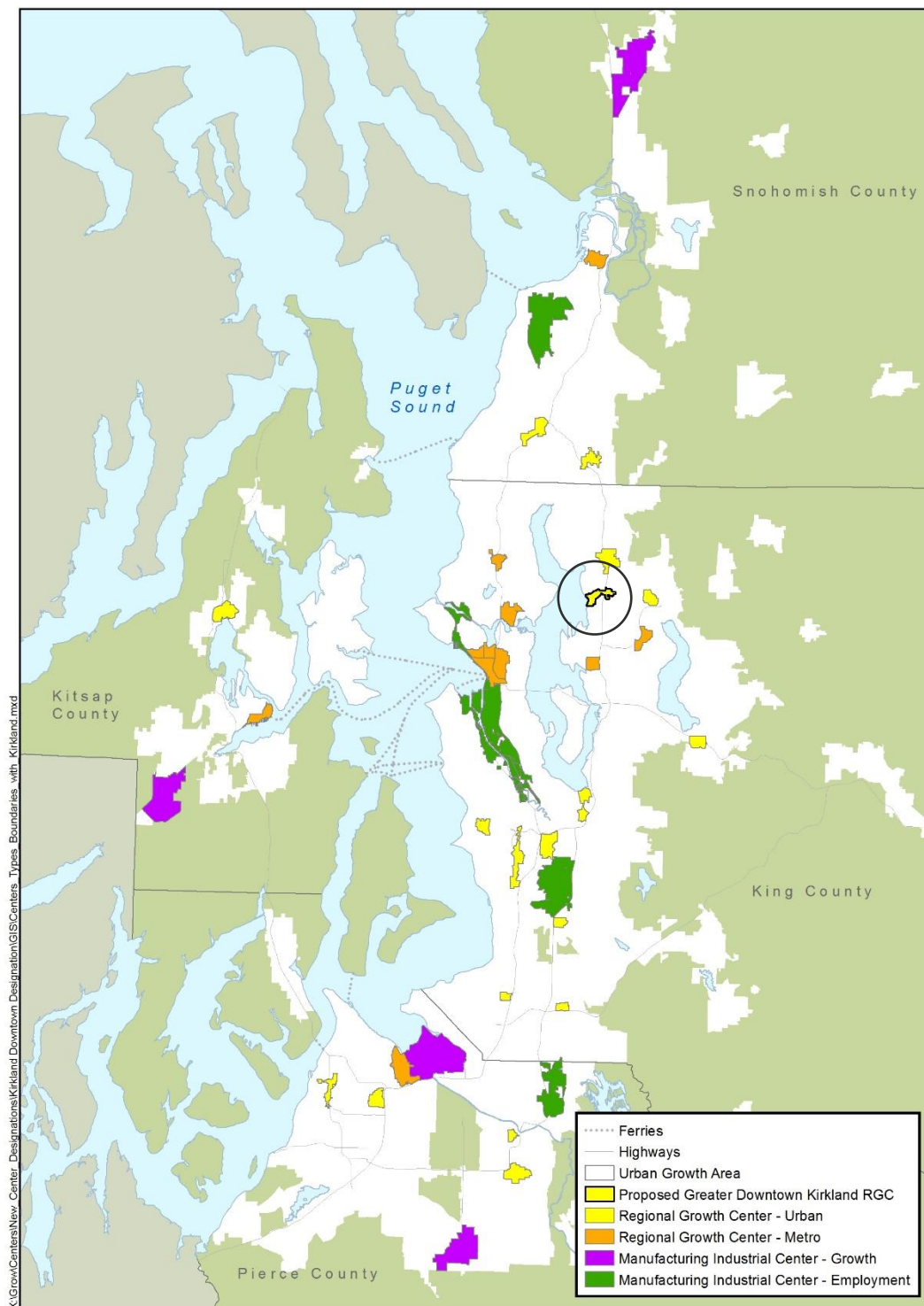
PSRC staff evaluated the application and subarea plan from the city of Kirkland.

- Section A of this report describes the designation eligibility.
- Section B describes the designation criteria.

A separate plan certification report documents a review of the Moss Bay Neighborhood Plan and the 85th Street Station Area Plan. Drafts of both reports were provided to the cities for review and comment.



Figure 1. Proposed Greater Downtown Kirkland Regional Growth Center



Eligibility Requirements

To be considered for designation as a regional growth center, applicants must meet basic eligibility requirements. The following summarizes how Greater Downtown Kirkland addresses the eligibility requirements:

1. Local and Countywide Commitment

The city must demonstrate that the center is a local priority and that a commitment to making local investments to create a walkable, livable center has been made.

The city has demonstrated a commitment to supporting the regional growth center. Fostering well-planned growth in the area has been a city priority. The Central Business District was rezoned for high density mixed-use development as part of the 1987 neighborhood planning process to foster a walkable district with land uses that could support frequent transit service.

The city's commitment to creating a downtown regional growth center continued with the 2001 Downtown Strategic Plan, which further promoted mixed-use development, pedestrian-oriented design, and multimodal connections. The city has implemented major investments in the Greater Downtown over the past 15 years that total over \$15 million and include capital improvement projects such as the reinvented Park Lane as a flexible street that hosts community events and has seasonally been closed to automobile traffic in the evenings; bicycle and pedestrian improvements along the Lake Washington shoreline; improvements along Central Way (a major east/west corridor); creation of the Cross Kirkland Corridor (rail-trail that links Greater Downtown Kirkland to Bellevue to the south and the Totem Lake Urban Center to the north); and bicycle, pedestrian, and automobile improvements along the 6th Street corridor (a major north/south route).

The city has also prioritized continued planning investments for the area. The city invested in the NE 85th Street Station Area Plan and has been working closely with Sound Transit and WSDOT to develop new connections between the future NE 85th Street Bus Rapid Transit (BRT) Station, the Central Business District, and the Rose Hill Business District. The city is also in the early stages of establishing a Tax Increment Financing (TIF) District under new state enabling legislation in the eastern portion of the Greater Downtown, to generate new resources for future infrastructure improvements to accommodate new growth in the area. To-date, the city has identified TIF boundaries, assessed the future revenue, and identified the list of infrastructure projects that would be included in the TIF.

The center must be identified as a candidate for regional designation in the local jurisdiction's comprehensive plan and countywide planning policies.

The application meets this requirement. The Kirkland 2015 Comprehensive Plan identifies Greater Downtown Kirkland as a candidate for a regional growth center. In December 2019, the City Council adopted policy amendments (Policy LU-5.5) showing the boundary of the King County designated Greater Downtown Urban Center and policies that prioritize infrastructure investments to the area.

King County designated Greater Downtown Kirkland as an Urban Center in its countywide planning policies in 2019.

In December 2022, the City Council adopted amendments to Policy LU-5.5, along with a new map that shows the precise boundary of the Regional Growth Center. The policy states, "To support sustainable, transit-oriented growth patterns, the City has sought designation of Greater Downtown Kirkland as an Urban Center pursuant to the King County Countywide Planning Policies and as a Regional Growth Center by the Puget Sound Regional Council (PSRC)."



The city must adopt an ordinance or resolution that requests PSRC to designate the center and authorizes city staff to submit a completed application.

The Kirkland City Council adopted Resolution R-5384 on September 3, 2019, which authorized the submittal of an Urban Center application to PSRC and King County.

2. Planning

The city must complete a center plan that meets guidance in the Growth Center Plan Checklist in PSRC's Plan Review Manual prior to applying. In addition to the checklist, the plan should include environmental review and should provide an assessment of housing need.

The application meets this requirement through the adoption of the NE 85th Street Station Area Plan, adopted in June 2022, and the Moss Bay Neighborhood Plan, updated in December 2021. Documentation of consistency with PSRC's center planning requirements is provided in the certification report. Both plans included environmental review that identified no new unavoidable significant adverse impacts anticipated, except for transportation. Impacts to transportation are anticipated to be reduced by implementing a range of mitigation strategies; however significant unavoidable adverse impacts may still exist for auto, freight, and safety as a result of queuing throughout the station area and on the I-405 off ramps.

3. Jurisdiction and Location

New regional growth centers should be located within a city, with few exceptions.

The application meets this requirement, as the proposed center is located in the urban growth area, within the city of Kirkland.

The distribution of centers throughout the region, including by county, and whether new center locations would be advantageous for overall regional growth objectives, should be considered. Centers should be distributed in locations consistent with the regional vision, and in areas that do not place additional development pressure on rural and resource lands. Environmental factors may be considered in designating new centers.

The proposed center would be the second Regional Growth Center designated in Kirkland, and the thirtieth in the region. The proposed center is located between several other regional growth centers such as Totem Lake, Bellevue Downtown, and Redmond Overlake, and is not adjacent to rural and resource lands. This network can provide for enhanced multimodal connections between the centers and already is well-served by high-frequency bus service.

4. Existing Conditions

The city must demonstrate that the existing infrastructure and utilities can support additional growth.

The application meets this requirement. The city demonstrates that the Greater Downtown center is currently well served by utilities. The Kirkland Water Utility provides water service to the area and the system has sufficient capacity to serve anticipated growth. In 2022, the city updated its Surface Water Master Plan, the strategic plan for managing storm and surface water in Kirkland and identifies priorities for future years. The City of Kirkland Sewer Utility provides sanitary sewer service to the area and extensions are typically funded by developers or local owners in compliance with Kirkland Municipal Code.

The center must include a mix of both existing housing and employment.

This regional growth center includes a mix of both housing and employment. There are currently 3,735 housing units and 11,156 employees according to PSRC's estimates and Office of Financial Management (OFM) data. There are three distinct commercial areas, each of which is located adjacent to residential uses. These mixed-use areas provide a diversity of land uses throughout the center.



The city must include a justification of center boundaries. The boundary of the center should be generally round or square shape and avoid linear or gerrymandered shapes that are not readily walkable or connected by transit.

The Greater Downtown Kirkland boundaries encompass well-connected, commercial, and high and medium-density residential areas centered around Kirkland's historic downtown. The center deviates from a round or square shape in that it includes the area immediately surrounding the planned BRT station at I-405/NE 85th Street. This area is included because of the pedestrian, bicycle, and transit connections that are planned between the BRT Station and the historic downtown and the transit connections this investment will provide for the area. The certification report provides additional comments on planning to provide a walkable and well-connected environment throughout the center.

The center must have bicycle and pedestrian infrastructure, amenities, and a street pattern that supports walkability.

The Moss Bay neighborhood has extensive infrastructure that fosters a walkable environment, including a historic grid street pattern, street trees, and pedestrian-oriented design. Today, the NE 85th Street Station Area (the eastern portion of the center) lacks pedestrian access in certain areas. As the area develops, it is planned to evolve into a vibrant, mixed-use environment that promotes walking, biking, and transit. Existing and planned bicycle infrastructure provides connections within the center and to neighboring cities, transit connections, and other areas of Kirkland.

Designation Criteria

In addition to fulfilling the eligibility requirements listed above, applicants for regional growth center designation must demonstrate conformity with the designation criteria. The following summarizes how Greater Downtown Kirkland meets the criteria for Urban Growth Center designation:

1. Compatibility with VISION

The proposed regional center is consistent with and supportive of VISION policies for centers. The proposed center has the capacity to accommodate significant residential and employment growth, and the city has established goals and policies to support that growth. This growth represents a significant share of the city's growth targets.

A [plan certification report](#) has been prepared for the subarea plan that further describes how adopted policies address VISION 2050. Further planning work for the proposed regional center should reflect updated countywide planning policies and growth targets to be consistent with the planning horizon of the city's comprehensive plan.

2. Activity Levels

Existing Levels of Activities

New Urban Growth Centers must have existing density of 18 activity units per acre.

The proposed center included 6,038 residents in 2020 and 11,156 jobs in 2021 in 564 acres. This is an average density of 30.6 activity units per acre.

	Existing Total (2020/2021)	Existing Density (per acre)	Existing Requirement (per acre)
<i>Population</i>	6,083	10.8	-
<i>Employment</i>	11,156	19.8	-
<i>Total Activity Units</i>	17,239	30.6	18.0



Target Levels of Activity

New Urban Growth Centers must be planning for density of 45 activity units per acre.

The regional growth center application provides sufficient planning for density. Greater Downtown Kirkland is planned to accommodate a total of 21,414 residents and 33,066 employees in 2035, based on the King County targets for the city and local planning. The city should update growth targets for the regional growth center in its 2024 comprehensive plan, reflecting achievable market demand over the next 20-year period.

	2035 Planned Total	2035 Planned Density (per acre)	Planned Density Requirement (per acre)
<i>Population</i>	21,414	38.0	-
<i>Employment</i>	33,066	58.6	-
<i>Total Activity Units</i>	54,480	95.6	45.0

Zoned Development Capacity

The center must have sufficient zoned development capacity to adequately accommodate targeted levels of growth. Because it is not time-bound, zoned capacity can allow higher levels of development and a more compact and mature urban form in regional centers.

Kirkland's capacity analysis for 2035 in the Moss Bay and the NE 85th Street Station Area Plans provide a zoned development capacity to accommodate a total of 21,404 residents and 33,066 jobs, the same as the planned growth for the center.

3. Size

The center must meet the size requirements of a minimum 200 acres and maximum 640 acres, unless the center is served by an internal, high-capacity transit system, in which case, it may be larger.

The regional growth center meets the size criterion. The proposed center is 564 acres in size, meeting the size requirement for urban growth centers.

4. Transit

The center must have existing or planned fixed route bus, regional bus, Bus Rapid Transit (BRT), or other frequent and all-day bus service. High-capacity transit may be substituted for fixed route bus.

The application meets this requirement. The Greater Downtown includes the Kirkland Transit Center, which supports multiple frequent, all-day bus routes. The center also includes one planned BRT station at the intersection of I-405 and NE 85th Street as part of Sound Transit's transportation improvements.

5. Market Potential

There must be evidence of future market potential to support planning target.

Greater Downtown Kirkland is currently experiencing significant growth. A market study was completed for the center and shows that there is substantial market demand for the planned growth anticipated in the center. The study also supports that Greater Downtown would not redirect growth from Kirkland's existing Totem Lake regional growth center because each has unique amenities and represents a distinct subset of the regional economy.



6. Role

Evidence must demonstrate that the center will play a regional role by serving as an important destination for the county and the jurisdiction and the jurisdiction must be planning to accommodate significant residential and employment growth under the Regional Growth Strategy.

The application meets this requirement. Greater Downtown Kirkland is located in the middle of an existing network of urban centers in east King County. The center currently contains many major employers and functions as a regional destination for residents, employers, and visitors.

Conclusion and Next Steps

Staff reviewed the application and finds that the proposed center meets minimum eligibility requirements for center designation.

Next steps for the city, to maintain consistency with VISION 2050 and the adopted Regional Centers Framework, include:

- Updating the local comprehensive plan to be consistent with VISION 2050 and the updated countywide planning policies and growth targets. Growth targets for the regional growth center should directly relate to the growth targets and planning horizon identified in the city's comprehensive plan.
- Working with PSRC in 2025 as centers and center plans are reviewed, in accordance with the adopted Regional Centers Framework. PSRC may provide additional comments or guidance for center planning as part of this work.





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 15, 2023

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Public Participation Plan**

IN BRIEF

PSRC staff have been working with the Equity Advisory Committee to update the Public Participation Plan. The plan was released for a 45-day public comment period from March 23 to May 8, 2023. A few adjustments have been made to the plan based on public comment. The comments and adjustments will be presented to the board on June 22, 2023, and are summarized in the attached table.

RECOMMENDED ACTION

Recommend the Executive Board adopt the Public Participation Plan.

DISCUSSION

The Puget Sound Regional Council maintains a Public Participation Plan to establish consistent procedures to ensure people have reasonable opportunities to be involved in the regional planning process and provides examples of the types of tools and techniques the agency may use to communicate with the public. Public Participation Plans are a federal requirement for Metropolitan Planning Organizations (MPO). PSRC's Public Participation Plan was last updated in 2018.

PSRC staff members began the Plan update in Summer 2022. The update process built off the work of the Inclusive Engagement team of the Regional Equity Action Plan to include updated goals, desired outcomes, and guiding principles, as well as a suite of new techniques and best practices for engagement. These additions were shaped with Equity Advisory Committee (EAC) feedback at the committee's July and December 2022 meetings.

The draft Plan was presented to PSRC Policy Boards before being released for public comment by the Executive Board in March 2023. The public comment period also included focus groups and direct interviews with engagement professionals throughout the region who are well-versed in outreach techniques and could comment specifically on the agency architecture for public participation. Finally, staff reviewed the comments and proposed changes to the draft plan with the EAC and incorporated some of their suggestions into the draft presented for final adoption.

The new Public Participation Plan has an enhanced focus on equity, updated goals, desired outcomes, guiding principles and best practices, as well as a suite of new techniques and tools for engagement. The new plan also has updated program areas to reflect PSRC's current work program and more information about VISION 2050 and the Regional Economic Strategy.

The revised Public Participation Plan is [available for review on our website](#).

Comments received on the plan during the public comment period included:

- Positive feedback about the increased focus on equity;
- A desire for PSRC to use more relationship building with the public and community based organizations;
- A request to end oral public comment at PSRC board meetings;
- Suggested use of research pools for representative feedback; and
- Comments unrelated to the Public Participation Plan but related to other PSRC work that have been shared with the appropriate staff teams.

Based upon the comments received both from members of the public, the EAC, and the focus groups, staff has made recommended changes to the draft, summarized in the attached table.

For more information, contact Michele Leslie at mleslie@psrc.org or Noah Boggess at nboggess@psrc.org.

Attachment: Public Participation Plan Comments

Public Participation Plan Public Comments

Topic/Issue	Comment	Person Submitting	Staff Recommendation	Section Modified
Public feedback	I think municipalities need to rethink how public feedback is gathered and a good model to look at is the university research approach where research pools are created by people who express interest in providing feedback. Data sets can then be curated based on the demographics of the people in the pools so that equity and diversity can be built into data sets. PSRC and Municipalities also ought to consider incentives for participants even if it's just gamification and badges. Too often I see public engagement efforts be ineffective and inequitable. I see more of	Jenne Alderks	No change to current draft as research pools would involve lengthy conversations regarding participant identification and compensation structures. However, PSRC will investigate this model more and consider the applicability for future engagement sessions, especially those that lends themselves to group feedback formats like focus groups and stakeholder interviews.	n/a

Topic/Issue	Comment	Person Submitting	Staff Recommendation	Section Modified
	the same in this plan and encourage PSRC to rethink their models through innovating and testing new approaches that can be recommended to cities if/when models are proven.			
Public Comment at Board meetings	<p>I don't think the PSRC Board Meetings should have **ORAL** public comment any longer as the feature is mainly used by one hatermonger. He shows up to spew racist, sexist, white supremacist rhetoric.</p> <p>As if that wasn't hellish enough, few voices also are able to orally testify at that time. Clearly oral testimony is not required when e-mail is available and the PSRC needs to focus on its work - not</p>	Joe Kunzler	<p><i>Added: At the Chair's Discretion, public comment may be limited to written comment only. Changes to the public comment period will be noted on the meeting's published agenda.</i></p> <p>In most cases, it will be beneficial to have both oral and written comment available to the public. Some members may have more difficulty communicating in writing versus orally. Staff do not recommend restricting to written comment only in most</p>	One change to current language on page 18-19 of the current draft. In addition, new to this draft version is language detailing why a member of the public may be removed from the meeting. Finally, PSRC will publish "Expectations of the Public while Accessing PSRC's Offices" that include removal and temporary exclusion from its spaces for violations of those expectations.

Topic/Issue	Comment	Person Submitting	Staff Recommendation	Section Modified
	giving the hatermonger a forum to spew hate.		cases. Rather, continue to have both oral and written comment available to the public. That written, there may be meetings with mostly discussion items or limited action items (e.g., approval of minutes) that limiting public comment to public comment may be appropriate.	
Other – Not related to the Public Participation Plan	Stanwood should be a priority focus because the entire downtown is at sea level and is vulnerable to projected five feet of more. The projected timeline is between about 2050 and 2100, beyond a normal twenty-year focus. Any city or locality should be encouraged to not pursue planning goals that would put residents in harms way, even in a long term.	Stuart Heady	Referred to appropriate PSRC staff for review and follow-up	N/A

Topic/Issue	Comment	Person Submitting	Staff Recommendation	Section Modified
Other – Not related to the Public Participation Plan	Great plan! We need grant funding for a round-a-bout on SR 203 and Tolt Hill Road. Estimated cost will be \$3 million. We are looking to find the project with grant funds from the Move Ahead Wa Program and also hopefully the PSRC. Thank you!	Councilmember Adair Hawkins	Referred to appropriate PSRC staff for review and follow-up.	N/A
Other – Not related to the Public Participation Plan	Please work with the state and local jurisdictions to put in a roundabout on Highway 203 at Tolt Hill Rd. Traffic is increasing, as is growth in Carnation, making traffic a bear, and increasing the likelihood of collisions. Roundabouts improve traffic flow and increase safety. Thank you for your concern for a much used, yet often overlooked area in our region.	Chris Hawkins	Referred to appropriate PSRC staff for review and follow-up.	N/A

Topic/Issue	Comment	Person Submitting	Staff Recommendation	Section Modified
Other – not related to the Public Participation Plan	Put up a public relations area. Help improve the public park...some of the sugar tax money on classes.	Queenie Bradford	N/A	N/A
Other- not related to the Public Participation Plan	Thanks	Anonymous	N/A	N/A



Puget Sound Regional Council

INFORMATION ITEM

June 15, 2023

To: Executive Board
From: Josh Brown, Executive Director
Subject: **New Employee Status Report**

PSRC has two new employees:

Katie Enders – Assistant Planner in Regional Planning Division

Katie has a Bachelor of Arts in History from Eastern Washington University and a Master of Science in Community and Regional Planning from University of Texas at Austin. Prior to joining PSRC, Katie was a Graduate Research Assistant at University of Texas at Austin and an intern in the Displacement Prevention division of the City of Austin's Housing and Planning Department.

Hila Keller – Information Center Intern in Communications Department

Hila has a Bachelor of Arts in Interdisciplinary Studies from Northeastern Illinois University and a Master of Science in Library & Information Science from University of Illinois. Prior to joining PSRC, Hila was a Prospect Development Analyst at University of Illinois Foundation.

For more information, please contact Thu Le at 206-464-6175 or tle@psrc.org.