



Puget Sound Regional Council

Transportation Policy Board

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

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

Attend, watch or listen

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

Provide public comment

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person**
Public comment may be made in person at PSRC's office.
- **Comment during the meeting by Zoom or phone:** [Register here](#)
To allow staff time to process requests, registration is required and closes at 8:00 am the day of the meeting. Late registrations will not be accepted.
- **Written comments**
Comments may be submitted via email to cmoreau@psrc.org by 8:00 am the day of the meeting. Comments will be shared with board members. Comments received after the deadline will be provided to board members after the meeting.

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

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

2. Communications and Public Comment

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

3. Report of the Chair

4. Director's Report

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

- a. Approve Minutes of Transportation Policy Board Meeting held June 8, 2023
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend Certification of King County Countywide Planning Policies
- d. Recommend a Change in Regional Transportation Plan Project Status for Ten Projects
- e. Recommend Allocation of Remaining FFY 2022 FTA Funding

6. Discussion Item (9:50)

- a. Regional Safety Summit Debrief – *Kelly McGourty, PSRC*

- 7. Discussion Item (10:15)**
 - a. Safe Streets and Roads For All Grant Program Update – *Ben Bakkenta, PSRC*
- 8. Discussion Item (10:30)**
 - a. Equity Advisory Committee Update – *Charles Patton & Noah Boggess, PSRC*
- 9. Discussion Item (11:00)**
 - a. Summer Planning Academy – *Noah Boggess, PSRC*
- 10. Discussion Item (11:15)**
 - a. Plan Review Process – *Maggie Moore, PSRC*
- 11. Information Items**
 - a. WSDOT 2023-2025 Consolidated Grant Program Awards for PSRC Region
 - b. Save the Date: From Pandemic To Prosperity: Downtowns Reimagined - Friday, September 29, 2023
 - c. Transportation Work Program Progress Tracker
- 12. Next Meeting: September 14, 2023, 9:30 – 11:30 AM**

Major Topics for September:

 - Release Rural Town Center and Corridors Program / Transportation Alternatives Program Funding Recommendations for Public Comment
 - Equity Pilot Overview
- 13. Adjourn (11:30)**

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

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

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Puget Sound Regional Council

MINUTES OF THE TRANSPORTATION POLICY BOARD

June 8, 2023

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

CALL TO ORDER

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

Chair Ralph welcomed new members and alternates to the board:

- Dr. Faisal Khan, Seattle King County Public Health (non-voting member)
- Dennis Worsham, Snohomish County Health Department (non-voting alternate)

Chair Ralph thanked outgoing members:

- Transportation Choices Coalition has resigned their position from the board.
- Jesse Hamashima, Pierce County, PSRC Regional Staff Committee, shared he would be retiring, and this would be his last TPB meeting.
- Commissioner Jerry Litt, Washington State Transportation Commission, shared that his term on WTC would be completed at the end of July and this would be his last TPB meeting.

A quorum was established by roll call.

COMMUNICATIONS AND PUBLIC COMMENT

The board heard public comment from the following individuals:

- Alex Tsimerman, SUA

REPORT OF THE CHAIR

Chair Ralph asked that members of the board participate in today's discussion by turning on their videos.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, shared that the board is continuing to be briefed on the key policy focus areas from the Regional Transportation Plan (RTP) including climate, safety, equity and access to transit continue. She directed members to the Transportation Work Program Tracker information item in the agenda packet. It is a useful tool for members to view progress on the workplan and provide feedback.

Ms. McGourty shared that federal funding is available through a variety of programs under the Bipartisan Infrastructure Law (BIL) as well as the Inflation Reduction Act. She shared details of the Climate Pollution Reduction Grant program administered through the Environmental Protection Agency (EPA). The region will receive roughly \$1 million to develop a climate action plan which will assist local jurisdictions to compete nationally for \$4.6 billion of implementation funds. The Puget Sound Clean Air Agency will lead this effort. There is a consortium of agencies, including PSRC, that have been working together to develop the work program that has been submitted to the EPA. Ms. McGourty shared key deliverables required under this program including developing a priority climate action plan by March 2024. The first notice of funding for the competitive implementation grant is expected later this year.

CONSENT AGENDA

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

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

2023 FTA ANNUAL ADJUSTMENTS

Sarah Gutschow, PSRC, reviewed the process for distributing Federal Transit Administration (FTA) funds. Funds are initially distributed through PSRC's project selection process and are based on estimates. When Congress releases the actual allocation of funding each year, PSRC is required to reconcile what has been programmed with actual amounts received, referred to as the annual adjustments process. During the adjustments process, PSRC works with transit agencies to determine revisions or additional funding to projects.

Ms. Gutschow provided an overview of the FTA formula programs and methods of distribution. She reviewed the standard process which was used to distribute the 2023-

2024 funds. She shared how policy decisions made earlier this year updated the process so that moving forward new regional funds will be used for an equity formula allocation. The equity formula allocation will be used for the distribution of regional 2025-2026 funds and additional regional 2023 funds. The earned share distribution process will remain the same.

Ms. Gutschow explained that PSRC received an additional \$85 million in 2023 funds due to final allocations under the BIL. An additional \$77.8 million of funds will be distributed to earned share projects and an additional \$7 million in regional competitive funds will be distributed through the equity formula allocation.

Ms. Gutschow provided details on the recommended funding adjustments which include five new projects being released for public comment. Further information on the breakdown of the adjustments was included in the agenda packet.

ACTION: The motion was made by Commissioner Jerry Litt and seconded by Councilmember Kate Kruller that The Transportation Policy Board should recommend the Executive Board approve the adjustments and additional FFY 2023 FTA earned share funds to the list of projects as shown in Attachment B. The motion passed unanimously.

2023 LEGISLATIVE SESSION RECAP

Robin Koskey, PSRC, reminded the board that the Executive Board had approved recommendations to the State Legislature in December. During the session, PSRC staff spent time providing information to legislators on the impact of potential housing bills. This year, the legislature made policy changes and historic investments in affordable housing and homelessness this year.

Ms. Koskey shared details from the transportation budget. It included a workforce shortage study on impacts of licensing requirements with a focus on the shortage of commercial drivers and transit operators. She also outlined investments for I-5 planning and ultra-high-speed-rail.

Ms. Koskey reviewed housing investments in the budget that covered a housing trust fund, the Covenant Investment Act, Connecting Housing to Infrastructure Program (CHIP), the Washington State Housing Finance Commission's Land Acquisition Program and Transit Oriented Development.

She also acknowledged concerns of local jurisdictions to implement policy changes. She shared that funding is available in the Department of Commerce's budget to provide direct assistance to local governments. PSRC will provide information on how Commerce will make those funds available.

Ms. Koskey also reviewed legislative updates on commercial aviation and bills that did not make it forward in this legislative session. PSRC will host a webinar on June 28 with

further details on the legislative session. She also shared details on the middle housing bill and other bills the legislature considered on housing supply, stability, and subsidy.

ADA TRANSITION PLANNING RESEARCH

Jean Kim, PSRC, shared that the RTP directs PSRC to elevate the work of the Americans with Disabilities Act (ADA) transition planning. Initial research by PSRC staff included Title II and ADA transition plan related requirements. Additional research included a survey of PSRC members agencies on the status of their self-evaluation assessment and ADA transition plan as well as interviewing Northwest ADA Center and Washington State Department of Transportation.

Ms. Kim provided an overview of the ADA, including requirements for public entities. Agencies with 50 or more employees must develop a transition plan which serves as a guide to agency efforts to provide equal access and to make facilities more accessible. The Federal Highway Administration (FHWA) has delegated WSDOT to monitor and enforce compliance with ADA of any entity receiving state and/or federal funding through WSDOT.

Ms. Kim reviewed ADA Transition Plan requirements and what an ADA transition plan should include. She reviewed minimum requirements and noted that plans must be updated on a regular basis.

Nick Johnson, PSRC, reviewed FHWA's process to achieve ADA compliance. He discussed the outcome of non-compliance and how jurisdictions must implement a transition plan, using the self-evaluation as a steppingstone.

Mr. Johnson shared that to complete an ADA Transition Plan Inventory, PSRC distributed a ten-question survey to jurisdictions in the region. The survey was conducted April-May 2023. Mr. Johnson gave examples of key questions from the survey. He reviewed initial results, noting that a total of 80 responses were received or 94% of the jurisdictions completed the survey. In general, larger jurisdictions were more likely to have an ADA Transition Plan. Following the survey, PSRC staff reviewed a sample of completed ADA Transition Plans from member jurisdictions. He shared initial findings, noting that plans do vary, with some plans being phased and some including more suggested elements such as cost estimates or community engagement.

Mr. Johnson asked for feedback from the board on next steps for PSRC's work program. Staff suggested that PSRC continue monitoring and partner with WSDOT on education for member agencies.

SAFETY PROGRAM UPDATES

Gary Simonson, PSRC, provided background on the Safe Streets and Roads for All Program (SS4A). The board was previously briefed on the grant in December 2022. The grant funds regional, local and tribal initiatives to prevent roadway deaths and serious

injuries. The grant has two distinct funding categories, with funds split between planning and implementation grants. Local jurisdictions must demonstrate that they have met the SS4A action plan criteria to be eligible for implementation grants.

PSRC was awarded a consolidated planning grant to develop a Regional Safety Plan and serve as grant administrator for member sub-recipients (Burien, Everett, Kent, Redmond, Tukwila and Pierce County). PSRC is in the process of finalizing agreements with subrecipients. Subrecipients will receive pass through funds from PSRC to develop their own safety action plans. PSRC will use grant funds for consultant support to develop a Regional Safety Plan and increase staff capacity to support grant-funded activities.

PSRC will be applying for further funding to support the development of additional safety action plans. Members were surveyed for their interest and ability to match funds for the second round of the SS4A grant. Staff are in the process of reviewing those responses and will reach out to potential partners soon. Mr. Simonson noted that the Department of Transportation is prioritizing jurisdictions with higher rates of fatalities and underserved populations.

Mr. Simonson reviewed details of the upcoming June 29 Regional Safety Summit. The summit will provide the opportunity to engage on key transportation safety issues, needs, challenges and opportunities. It is also a key first step in the development of the Regional Safety Plan. The board was encouraged to register and attend the summit.

PSRC FUNDING UPDATES

Ms. McGourty, PSRC, shared upcoming PSRC funding programs. The call for projects for the Rural Town Centers and Corridors Program has been released. The program is a set-aside from each project selection process specifically supporting rural town centers that have state highways running through the main street. The program has \$6.1 million in funding. Projects will be brought to the board at its meeting in September.

Ms. McGourty highlighted the Transportation Alternatives Program which is a set-aside at the national level with PSRC having project selection authority. Eligibility of the program includes bicycle and pedestrian investments, preservation of historic transportation resources and environmental mitigation activities. An estimated \$25 million is available in 2024-2026 funding. The call for projects was recently released. The board will receive information on the projects at its September meeting.

Ms. McGourty shared that PSRC created a new \$6 million set-aside for an Equity Pilot Program in the 2022 project selection process. The Equity Advisory Committee (EAC) has reviewed the criteria and provided feedback on how to conduct a pilot. Ms. McGourty gave an overview of the equity pilot schedule. The competition is scheduled to launch in September. The recommendations will be reviewed with EAC in November and December. TPB will be briefed on the process at its December meeting and is tentatively scheduled to adopt the policy framework in January 2024.

Ms. McGourty noted that today's earlier presentation discussed the FTA Equity Formula Allocation. The board approved maintaining the earned share distribution process. Regional funds will now be distributed via the equity formula allocation rather than a regional competition and preservation set-aside. The purpose is to be intentional about serving equity focus populations. PSRC staff were directed to work with the Transportation Operators Committee (TOC) to ensure that funds are being used to improve and support equity. Ms. McGourty outlined the procedures established by the TOC and noted further information was available in Attachment A of the agenda packet. She also reviewed monitoring and reporting for the outcomes of the equity formula allocation.

Board members will receive future updates on the Equity Pilot and the FTA Equity Formula allocation.

Chair Ralph recommended board members review the Transportation Work Program information item included in the agenda packet.

ADJOURN

The meeting adjourned at 11:10 AM.

TPB MEMBERS & ALTERNATES PRESENT

Attachment A - Attendance Roster.

GUESTS and PSRC STAFF ATTENDING

(As determined by staff)

Ben Bakkenta, PSRC
 Jennifer Barnes, PSRC
 Nancy Buonanno-Grennan, PSRC
 Gil Cerise, PSRC
 Sarah Gutschow, PSRC
 Kathryn Johnson, PSRC
 Nick Johnson, PSRC
 Piset Khuon, PSRC
 Jean Kim, PSRC
 Robin Koskey, PSRC
 Kelly McGourty, PSRC
 Casey Moreau, PSRC
 Gary Simonson, PSRC

Attachments:

A – Transportation Policy Board June 8, 2023, Attendance Roster

Transportation Policy Board - June 8, 2023									
Voting Members			✓	Non-voting Members					✓
King County	2	CM Girmay Zahilay	1	Associate Members					
		CM Dave Upthegrove	1	Island County	1	COMM Melanie Bacon			
		Vacant Alt				COMM Jill Johnson Alt			
		Vacant Alt		Thurston Regional Planning Council	1	MYR Andy Ryder, Lacey			
Seattle	2	CM Dan Strauss				Marc Daily	1		
		CM Alex Pedersen		Public Agency Members					
		CP Debora Juarez Alt		Puget Sound Clean Air Agency	1	CM Megan Dunn	1		
Bellevue	1	CM Jennifer Robertson	1			Christine Cooley Alt			
		CM Janice Zahn Alt	1	Freight Mobility Strategic Investment Board	1	Vacant			
Cities/Towns	3	CM Kate Kruller, Tukwila	1			Vacant Alt			
		MYR Dana Ralph, Kent, Chair	1	WA Transportation Improvement Board	1	Vacant			
		MYR Mary Lou Pauly, Issaquah	1			CM Sam Low, Snohomish Co. Alt			
		CM Peter Kwon, SeaTac Alt	1	PSRC Committees					
		CM Wendy Weiker Mercer Isl Alt	1	Regional Staff Cmte.	1	Jesse Hamashima, Pierce Co.	1		
		DEP MYR Jay Arnold, Kirkland Alt	1			Chip Vincent, Renton Alt			
Local Transit	1	CM Rod Dembowski	1	Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.			
		Vacant Alt				Shane Weber, Bremerton Alt			
Kitsap County	1	Vacant		Transportation Operators Cmte.	1	Peter Heffernan, King County			
		COM Charlotte Garrido Alt				Lindsey Sehmelt Alt, Pierce Transit			
Bremerton	1	MYR Greg Wheeler		Private/Civic Members-Business/Labor					
		CP Jeff Coughlin Alt		WA Trucking Associations exp. 12/31/25	1	Sheri Call	1		
Cities/Towns	1	MYR Rob Putaansuu, Port Orchard	1			Vacant Alt			
		CM Leslie Schneider, Bainbridge Isl Alt		Vacant exp. 12/31/25	1	Vacant			
Local Transit	1	MYR Becky Erickson, Poulsbo				Vacant Alt			
		CM John Clauson, Port Orchard Alt	1	Seattle Met. Chamber of Commerce exp. 12/31/25	1	Lorelei Williams, WSP USA	1		
Pierce County	1	CM Ryan Mello, Vice Chair				Amy Grotefendt, Enviroissues Alt			
		CM Dave Morell Alt		Master Builders of Pierce County exp. 12/31/23	1	Jessie Gamble			
Tacoma	1	DEP MYR Kristina Walker	1			Jason Gano Alt			
		CM Olgy Diaz Alt		Private/Civic Members-Community/Environment					
Cities & Towns	1	CM Tim Ceder, Milton		Seattle Aging & Disability Services exp. 12/31/23	1	Dinah Stephens	1		
		MYR Josh Penner, Orting Alt	1			Vacant Alt			
Local Transit	1	CM Marty Campbell, Pierce County		Vacant exp. 12/31/25	1	Vacant			
		MYR Daryl Eidinger, Edgewood Alt	1			Vacant Alt			
Snohomish County	1	CM Jared Mead		Public Health Seattle/ King County exp.12/31/23	1	Dr Faisal Khan, Seattle-King County			
		CM Strom Peterson Alt				Dennis Worsham, Snohomish Co. Alt			
Everett	1	CM Ben Zarlingo	1	Vacant exp. 12/31/23	1	Vacant			
		MYR Cassie Franklin Alt				Vacant Alt			
Cities/Towns	1	CM Jan Schuette, Arlington	1	Non-voting	16	Non-voting members present	6		
		CM Stephanie Vignal, Mill Creek Alt	1	Ex-Officio Non-Voting Members					
Local Transit	1	CM Kim Daughtry, Lake Stevens	1	State Legislators	87	Districts within PSRC's boundary			
		CM Jan Schuette, Arlington Alt							
Regional Transit	1	CM Ed Prince, Renton	1						
		MYR Kim Roscoe, Fife Alt							
Federally Recognized Tribes									
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.							
		Vacant Alt							
Puyallup Tribe of Indians	1	Andrew Strobel							
		Robert Barandon Alt							
Suquamish Tribe	1	CM Luther (Jay) Mills							
		CHRMN Leonard Forsman Alt							
Statutory Members									
Ports	1	COM Toshiko Hasegawa, Seattle	1						
		COM Cary Bozeman, Bremerton Alt							
WA Trans. Commission	1	COM Jerry Litt	1						
		COM Nicole Grant Alt							
WSDOT	1	Robin Mayhew	1						
		Todd Lamphere Alt							
Legislative Transportation Cmte. (Not Counted for Quorum)									
House Transportation Cmte.	2	Vacant				Abbreviations			
		REP Jake Fey, D Alt				CHRMN Chairman			
		REP Dan Griffey, R				CM Councilmember			
		REP Andrew Barkis, R Alt				CP Council President			
Senate Transportation Cmte.	2	Vacant, D				COM Commissioner			
		SEN Mark Mullet, D Alt				MYR Mayor			
		Vacant, R				DEP MYR Mayor			
		Vacant, R Alt				SEC Secretary			
Voting	32	(Quorum = 14) Quorum Total	19			ASST SEC Assistant Secretary			
		Total Voting members present	24			REP Representative			
						SEN Senator			



Puget Sound Regional Council

ACTION ITEM

July 6, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

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

IN BRIEF

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

RECOMMENDED ACTION

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

DISCUSSION

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

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

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

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

Consistency with VISION 2050 and the Regional Transportation Plan

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

Air Quality Conformity

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

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

Funding Reasonably Expected to be Available

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

PSRC's Project Tracking Policies

King County Metro has made one request for modifications to PSRC's FTA funds. The agency requests to redistribute \$7,950,000 in 2021 and 2022 FTA 5307 Earned Share funds from the Preliminary Engineering (PE) phase to the Construction phase of its "Interim Base Battery Electric Bus Charging Depot" project. The redistribution is needed because Metro has obtained state grant funds for the project that have a hard deadline for their use. Metro will therefore use state and local funding to displace the federal funds in the PE phase. The additional funds in the Construction phase will help cover increased project costs due to increased material, equipment, and construction cost estimates. The

modification was found to be consistent with PSRC's project tracking policies and was reviewed and approved by the Transit Operators Committee (TOC) on June 28, 2023.

Federal and State Fund Source Descriptions

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

5307(h)	Provides funding for projects that support passenger ferry systems in urbanized areas.
5307(Urban)	FTA Urbanized Area Formula Grant.
CER	State Carbon Emissions Reduction provides funding for reductions in transportation sector carbon emissions.
Demonstration	Federal demonstration projects are identified through appropriation bills approved by Congress.
FHWA Discretionary	Other discretionary/competitive FHWA awards.
MAW	State Move Ahead Washington account.
MVA	State funds from the Motor Vehicle Account.
NHPP	Provides support for the condition and performance of the National Highway System (NHS).
Safe Routes to School	Program to enable and encourage children to walk and bike to school.

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

Month: July
Year: 2023

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

Exhibit A

				PSRC Action Needed			
Sponsor	Project Title and Work Description	Funding		Project Tracking	New Project/Phase	UPWP Other	Amend
1. King County Department of Transportation (Transit)	Interim Base Battery Electric Bus Charging Depot Existing project redistributing funds from the preliminary engineering phase to the construction phase, and programming additional funds in the preliminary engineering and construction phases, to install electrical equipment and supporting infrastructure to support up to 105 Battery Electric Buses.	\$5,000,000	MAW	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$63,120,522	Local				
		\$7,950,000	Federal 5307(Urban)				
		\$76,070,522	Total				
2. Kitsap County	Perry - Stone to Sheridan New project programming preliminary engineering, right-of-way, and construction phases to install bike lanes, ADA curb ramps, and sidewalks with curb on Perry Ave from Stone Way to Sheridan Road.	\$3,207,305	Federal Safe Routes To School	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$141,000	Local				
		\$3,348,305	Total				
3. Marysville	Grove Street Overcrossing New project programming preliminary engineering and right-of-way to construct an overcrossing of the BNSF Railway track at Grove Street from Cedar Avenue to State Avenue	\$3,000,000	Federal Demonstration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,000,000	MAW				
		\$1,101,761	Local				
		\$9,101,761	Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
4. Woodinville	SR 202 Widening and Trestle Replacement - Phase B New project programming preliminary engineering, right-of-way, and construction for the replacement of the existing railroad bridge and the widening of SR 202 between NE 177th Place and NE 175th Street.	\$2,500,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,250,000				
		\$5,000,000				
		\$7,950,000				
		\$17,700,000				
5. WSDOT Northwest Region	SR 99/SR 516 to S 200th St - Paving & ADA Compliance Existing project adding a right-of way phase and adding funds to the preliminary engineering and construction phases to overlay SR 99 from SR 516 to S 200th Street and upgrade sidewalk ramps to within ADA standards.	\$48,853	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$997				
		\$49,850				
6. WSDOT Northwest Region	I-90/Eastbound East Channel Bridge - Modular Assembly Joints New project programming preliminary engineering and construction phases to replace existing expansion joints on I-90 eastbound. This is a multi-year project; the programming reflects the planned expenditure schedule within the span of the current TIP.	\$3,663,285	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,663,285				
7. WSDOT Marine Division	Terminal Electrification - Mukilteo - Clinton Route New project programming preliminary engineering and construction phases to electrify the Clinton Terminal to support the Mukilteo-Clinton route.	\$5,900,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$21,000,000				
		\$26,900,000				



Puget Sound Regional Council

CONSENT AGENDA

July 6, 2023

To: Transportation Policy Board

From: Paul Inghram, Director of Growth Management

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

IN BRIEF

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

RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should:

Recommend that the Executive Board certify that the countywide planning policies for King County are consistent with the VISION 2050 multicounty planning policies and the Regional Transportation Plan.

DISCUSSION

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

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

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

King County and its cities adopted and ratified a major update to the countywide planning policies (CPPs) in April 2022 (Ordinance 19384) and adopted and ratified a minor amendment of the CPPs in March 2023 (Ordinance 19553). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Strategy in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of King County and its 39 cities. Notable changes to the policies include an additional focus on social equity and health, updated standards for regional and countywide centers, and significant updates to the housing policies to reflect direction from King County's Affordable Housing Committee and changes in state law. The countywide planning policies includes 2044 population and employment growth targets to support the 2024 comprehensive plan updates and to implement the VISION 2050 Regional Growth Strategy.

The CPPs were updated through King County's interjurisdictional process and the Growth Management Planning Council. The process included extensive engagement with city councils, particularly on the updated growth targets, and a six-week public comment period with direct engagement with King County's equity committees. King County staff completed the PSRC consistency tool for the draft countywide planning policies and submitted the final set of CPPs once adopted.

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

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

Attachments:

A - King County CPP Certification Report

Countywide Planning Policies Plan Review Certification Report



King County Countywide Planning Policies

JUNE 29, 2023

King County and its cities adopted and ratified a major update to the countywide planning policies (CPPs) in April 2022 (Ordinance 19384) and adopted and ratified a minor amendment of the CPPs in March 2023 (Ordinance 19553). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Strategy in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of King County and its 39 cities. Notable changes to the policies include an additional focus on social equity and health, updated standards for regional and countywide centers, and significant updates to the housing policies to reflect direction from King County's Affordable Housing Committee and changes in state law. The countywide planning policies include 2044 population and employment growth targets to support the 2024 comprehensive plan updates and implementation of the VISION 2050 Regional Growth Strategy.

The CPPs were updated through King County's interjurisdictional process and the Growth Management Planning Council. The process included extensive engagement with city councils, particularly on the updated growth targets, and a six-week public comment period with direct engagement with King County's equity committees. King County staff completed the PSRC consistency tool for the draft countywide planning policies and submitted the final set of CPPs once adopted.

COUNTYWIDE PLANNING POLICIES CERTIFICATION

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

CERTIFICATION RECOMMENDATION

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

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

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

REVIEW OF COUNTYWIDE PLANNING POLICIES

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

Regional Collaboration

SCOPE OF REVIEW

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

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

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

Recognize military installations and their beneficial impacts and challenges.

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

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

WHAT'S IN THE POLICIES

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

- ☒ New policies and updated goals through multiple elements address aspects of equity and support local implementation. Policies call for equitable access to programs and services, developing an equity impact review tool for plans and policies, and involving community groups continuously in the planning process. (FW-6 – 8)
- ☒ Policies support prioritizing investments to achieve the regional vision, including to and within centers and high-capacity transit station areas. (T-1, T-5, T-7)
- ☒ Policies emphasize joint planning and collaboration between the cities and the county to facilitate annexation of the urban growth area. (DP-23-30)

DISCUSSION

- Changes to VISION 2050 and state law elevated work to reflect Tribal interests and ensure coordination with Tribal governments (MPP-RC-1, MPP-RC-4, MPP-DP-7, MPP-DP-51, MPP-Ec-15, MPP-PS-23). The CPPs do not specifically address Tribal coordination on incompatible uses, impacts on Tribal lands, the economic role of Tribes, and coordinated planning for services and facilities. HB 1717 further requires engagement with Tribes in the development of the countywide planning policies. Future updates to the CPPs, as well as local action to complete comprehensive plans, should address Tribal coordination policies in VISION 2050 and GMA.

Regional Growth Strategy

SCOPE OF REVIEW

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

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

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

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

WHAT'S IN THE POLICIES

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

- ☑ Adopted population and employment growth targets largely aligns with the Regional Growth Strategy, supporting significant growth in Metro, Core, and High-Capacity Transit Communities. (Table DP-1)
- ☑ Policies promote efficient use of urban land, support growth within high opportunity areas like designated centers and transit station areas, encourage infill development, focus housing growth near employment areas, and advance coordinated planning for land use, transportation, and other facilities and services. (DP-3, 4)
- ☑ Policies provide a clear process to establish growth targets, coordinate growth, and consider changes to the urban growth area. (DP 12-19, 21)

DISCUSSION

- The King County CPPs consolidate growth targets for six free-standing cities with their associated urban unincorporated areas. While the associated urban unincorporated areas have limited land use capacity to accommodate growth, this approach makes it unclear how much growth is actually allocated to those jurisdictions. As an interim step, the county should work with the relevant cities to document how planned growth should be split between these cities and their potential annexation areas in both the county's plan and the relevant city plans. Future updates to the CPPs should appropriately assign growth to regional geographies as designated in VISION 2050.
- King County continues to review and consider updates to its urban growth area expansion policies. VISION 2050 calls for long-term stability and sustainability of the urban growth area (MPP-RGS-5), and King County's recent Urban Growth Capacity report documents significant capacity within the existing urban growth area. As it finalizes this long-standing review, the county is encouraged to maintain standards that are predictable and consistent with VISION 2050 when considering changes to the urban growth area.
- King County is commended for a collaborative process to develop growth targets that implement VISION 2050. VISION 2050 states PSRC will be looking for substantial consistency with adopted growth targets in certification review. An important step of the 2024 comprehensive plan update process will be for jurisdictions to provide capacity and planning to accommodate growth. PSRC staff is available to provide assistance as local plans are developed.

Environment

SCOPE OF REVIEW

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

- Coordinate and integrate environmental strategies** among jurisdictions, Tribes, countywide, and watershed groups.
- Promote environmentally sensitive development**, including minimizing impacts to natural features.
- Support protection of critical areas** and incentivize environmental stewardship.
- Plan for open space** and encourage protection of native vegetation and tree canopy.
- Promote the protection of water quality** and restoration of hydrological function.
- Avoid and/or mitigate environmental impacts** for vulnerable populations.
- Reduce pollution**, including air toxins, greenhouse gases, and stormwater.

WHAT'S IN THE POLICIES

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

- ☒ Policies seek to identify and preserve regionally significant open space networks, preserve and restore native vegetation and tree canopy, and provide parks and trails within walking distance of urban residents, particularly in historically underserved communities. (EN-20 – 22)
- ☒ Policies protect water resources, including encouraging basin-wide approaches to wetland protection, collaborating to implement the Puget Sound Action Agenda, incentivizing stewardship on private and public lands, and establishing a multijurisdictional approach to monitor water quality and other measures. (EN-15 – 19)
- ☒ Updated policy to ensure all residents have equitable access to a healthy environment and mitigate impacts that disproportionately affect frontline communities with limited resources or capacity to adapt to a changing environment. (EN-5)

DISCUSSION

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

Climate Change

SCOPE OF REVIEW

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

- Support achieving regional emission reduction goals** by encouraging electrifying the transportation system, prioritizing investments that reduce emissions, promoting reduced vehicle miles travelled, and expanding use of conservation, alternative energy sources, and energy management technology.
- Support reducing building energy use.**
- Coordinate work to **sequester and store carbon.**
- Address impacts** on water, land, infrastructure, health, and the economy.
- Address siting and planning for relocation of hazardous industries away from the **500-year floodplain.**
- Address impacts to **vulnerable populations and areas disproportionately affected by climate change.**

WHAT'S IN THE POLICIES

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

- ☑ Policies support recognizing and implementing actions to achieve state and regional emission reduction goals. (EN-27)
- ☑ Updated policies support reducing emissions by directing growth to centers and other areas well served by transit, supporting alternatives to single-occupant vehicles, encouraging green building techniques, and reducing building energy. (EN-28a-f)
- ☑ Expanded policies to protect and restore natural resources that sequester and store carbon, and site and plan for relocation of hazardous industries and essential public services away from the 500-year floodplain. (EN-31, 32)

DISCUSSION

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

Land Use/Development Patterns**SCOPE OF REVIEW**

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

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

Implement the **Regional Centers Framework**.

Maximize transit investments through appropriate densities.

Support center and station area planning.

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

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

Prioritize reducing health disparities and improving outcomes.

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

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

WHAT'S IN THE POLICIES

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

- ☑ Policies implement the Regional Centers Framework, including detailed criteria and procedures to designate regional and countywide centers. (DP-31 – 39, Appendix 6)
- ☑ Policies reduce the rate of rural growth over time, while supporting the existing development and infrastructure in these areas. (DP-46 – 53)
- ☑ Policies support stable and productive natural resource lands, encouraging the use of Transfer of Development Rights, avoiding incompatible uses, and promoting natural resource industries. (DP 54 – 64)

DISCUSSION

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

Housing

SCOPE OF REVIEW

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

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

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

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

Expand **moderate-density housing** capacity.

Address **residential displacement**.

WHAT'S IN THE POLICIES

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

- ☑ Policies address countywide need for affordable housing, expectations for housing needs assessments, and strategies to increase housing options consistent with the Regional Growth Strategy. (H-1-5)
- ☑ Policies seek to address equity and racially disparate impacts in housing, including targeted actions to repair harms to BIPOC households from discriminatory land use practices, address residential displacement, and exclusion in the housing market. (H-9, 10, 14)
- ☑ A detailed technical appendix with additional information and recommended strategies to address housing related CPPs. (Appendix 4)

DISCUSSION

- The county and its cities have done admirable work to address the requirements of HB 1220 (2021) and develop a meaningful accountability framework for affordable housing as reflected in GMPC Motion 23-1. PSRC is available to provide assistance as needed to support final adoption of the accountability framework and implementation of this work.

Economy

SCOPE OF REVIEW

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

Support recruitment and retention to foster a positive business climate.

Focus employment growth in centers.

Support industry clusters recognized in the Regional Economic Strategy.

Promote environmentally and socially responsible business practices.

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

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

Address **commercial displacement**.

WHAT'S IN THE POLICIES

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

- ☑ Policies support economic growth consistent with the Regional Growth Strategy and adopted growth targets. (EC-1, 2, 17, 18)
- ☑ Policies support a diverse economy that retains and develops new businesses and industries, leveraging partnerships, and emphasizing the importance of small and locally-owned businesses. (EC-5 – 9)
- ☑ Policies support expanding workforce development through educational institutions, prioritizing efforts with people of color, immigrant and refugee, and other marginalized communities. (EC-9, 10, 12, 13)

- ☑ Policies direct investments and efforts to expand opportunities in historically disadvantaged communities and eliminate ongoing disparities in income, employment, and wealth-building opportunities. (EC-13 – 16, 27-29)

DISCUSSION

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

Transportation

SCOPE OF REVIEW

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

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

Maintain and preserve the transportation system.

Manage demand and support alternatives to driving alone.

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

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

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

Provide mobility choices for people with special needs.

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

Support the economy and the movement of people and goods.

WHAT'S IN THE POLICIES

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

- ☑ Policies support growth management and climate objectives by prioritizing transit service and pedestrian investments in designated centers and other areas with transit-supportive densities. (T-5, 7, 12)
- ☑ Policies advance investments consistent with the Regional Growth Strategy, including avoiding roadway capacity expansion in Rural and Natural Resource Lands to prevent unplanned growth, encouraging planning for high-capacity transit station areas, and advocating for state actions consistent with VISION 2050 and the CPPs. (T-1, 2, 11, 15)
- ☑ Policies advance equity through programs and projects promoting access to opportunity for BIPOC residents, people with low or no income, and those with special transportation needs and minimizing impacts to those who have been disproportionately affected by transportation decisions. (T-8, 9, 30)

DISCUSSION

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

Public Services

SCOPE OF REVIEW

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

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

WHAT'S IN THE POLICIES

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

- ☒ Updated policies promote coordination with school districts, including policies to cooperatively plan with school districts and a detailed list of strategies to support siting and operation of schools. (PF-22, 23)
- ☒ Policies address essential public facilities and services, including equitable impacts and benefits and consider climate change, economic, equity, and health impacts when siting facilities. (PF-24, 25)
- ☒ Policies promote collaboration among the more than 100 special purpose districts that provide services to residents in King County, including addressing disparities for historically underserved communities, reliable and cost-effective services, and recognizing cities as the appropriate provider of services within the urban growth area. (PF-2-4)

DISCUSSION

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

Conclusion and Next Steps

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

For additional information regarding this certification report, please contact Liz Underwood-Bultmann at LUnderwood-Bultmann@psrc.org.



Puget Sound Regional Council

ACTION ITEM

July 6, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Recommend a Change in Regional Transportation Plan Project Status for Ten Projects**

IN BRIEF

Six agencies have submitted requests to change the status of ten Regional Capacity Projects in the Regional Transportation Plan. Per PSRC's adopted procedures, requests to change a project status require Board action.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board authorize the changes in project status for the ten Regional Capacity Projects detailed in Exhibit A. Nine projects are recommended for project status changes from "Candidate" to "Approved," and one project is recommended for a project status change from "Candidate" to "ROW Conditionally Approved."

DISCUSSION

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

authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

Nine projects are requesting a change in project status from “Candidate” to “Approved,” and one project is requesting a change from “Candidate” to “Conditionally Approved for Right of Way.” Additional details of each project are provided in Exhibit A, including the project description and criteria applied to review the project for the requested status change.

For more information, please contact Mitch Koch at (206) 464-7537 or mkoch@psrc.org.

Attachments:

Exhibit A – Requested Project Details and Review Criteria

EXHIBIT A – REQUESTED PROJECT DETAILS AND REVIEW CRITERIA

PROJECTS REQUESTING STATUS CHANGE FROM “CANDIDATE” TO “APPROVED”

Project 1: King County, Eastrail Wilburton Trestle Project

Description = Retrofit existing rail trestle and build a regional trail from approximately I-405 to SE 5th St. Project components include repairing and retrofitting the existing rail trestle with a new deck and handrail system, building access ramps to the trestle, paving the trail corridor, constructing an interim gravel parking area, constructing associated stormwater facilities, lighting, and providing mitigation for streams, wetland, and buffer impacts. The project will be constructed in phases and is a portion of the broader Eastrail (East Side Rail Corridor Trail) investment included in the Regional Transportation Plan, which extends from Renton to Woodinville-Redmond Rd.

Total Project Cost = \$36,646,804

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	SEPA DNS (Determination of Non-Significance) was issued September 2021.	The City of Bellevue has approved a Critical Area Land Use Permit and is expected to approve the following in August 2023: Clearing and Grading Permit, Right of Way Permit, and Utility Developer Extension Agreement.	The project is fully funded with \$9,000,000 of state funds and \$27,646,804 of local funds for a total project cost of \$36,646,804 in 2023 year of expenditure dollars.	Approval will not change the region’s air quality conformity determination.

Project 2: Kirkland, 124th Avenue NE Roadway Improvements & NE 124th Street/124th Avenue NE/Totem Lake Project

Description = Widen 124th Ave NE from three lanes to five lanes between NE 116th St and NE 124th St, including two travel lanes in each direction and a center two-way left-turn lane. Reconstruct sidewalks, transit stops, bicycle lanes, and pedestrian crossings. Widen the NE 124th St / 124th Ave NE intersection to create a second left-turn lane and extend the right-turn-only lane to provide a shared through-right lane on the north side of the intersection along southbound 124th Ave NE.

Total Project Cost = \$20,393,399

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	SEPA DNS was issued March 2019. NEPA Categorical Exclusion (CE) was issued May 2019 with an extension granted by WSDOT in February 2023.	N/A	The project is fully funded with \$7,092,500 of federal funds and \$13,300,899 of local funds for a total project cost of \$20,393,399 in 2022 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.

Project 3: Seattle, 4th Avenue Protected Bike Lane Project

Description = Construct a protected bike lane along 4th Avenue between Jefferson Street and Vine Street for a total of 1.1 miles. This project will complete north and south pathways through the downtown core and provide connections to bike facilities. The project is a portion of the broader 4th/ 5th Avenue Protected Bike Lane investment included in the Regional Transportation Plan, which extends south to S Jackson Street.

Total Project Cost = \$1,778,988

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	NEPA CE was issued March 2023.	N/A	The project is fully funded with \$1,372,792 of federal funds and \$406,206 of local funds for a total project cost of \$1,778,988 in 2023 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.

Project 4: Seattle, Northgate to Downtown Transit Improvements Project

Description = Provide transit spot improvements and multimodal corridor improvements along King County Metro Route 40 (serving Northgate, Greenwood, Crown Hill, Ballard, Fremont, South Lake Union, and Downtown Seattle) between the Northgate Link Light Rail Station and Westlake Ave / 9th Avenue. Key features include bus priority lanes, pavement improvements, traffic signal optimization, bus stop rebalancing, additional bus stops, and bicycle and pedestrian upgrades. This project is a portion of the broader RapidRide Corridor 6 investment included in the Regional Transportation Plan, which extends south to King Street Station in Pioneer Square.

Total Project Cost = \$26,453,922

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	NEPA Documented Categorical Exclusion (DCE) was issued April 2023.	N/A	The project is fully funded with \$4,450,000 of federal funds, \$9,434,000 of state funds, and \$12,569,922 of local funds for a total project cost of \$26,453,922 in 2023 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.

Project 5 = Shoreline, SR 523 (N/NE 145th St), Aurora Ave N to I-5, Phase 1 (I-5 to Corliss Ave) Project

Description = Project elements include signalized intersection improvements at 1st Ave N and signal timing adjustments, additional left-turn lanes, pedestrian signal at Corliss Ave N, improved sidewalks and crosswalks, pedestrian countdown signals, and Americans with Disabilities Act (ADA) accessible curb ramps. This project is a portion of the broader SR 523 (N/NE 145th St), Aurora Ave N to I-5 investment included in the Regional Transportation Plan, which extends east to Aurora Ave N.

Total Project Cost = \$33,329,923

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	NEPA CE was issued August 2020.	Shoreline expects to receive a Street Improvement Permit from SDOT and enter a Materials Lab Agreement with SDOT in July 2023. Shoreline expects to receive a Utility Permit from WSDOT and enter agreements with Seattle Public Utilities, Seattle City Light, and Lumen in August 2023.	The project is fully funded with \$9,155,000 of federal funds, \$22,738,178 of state funds, and \$1,436,745 of local funds for a total project cost of \$33,329,923 in 2023 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.

Project 6 = SR 523 (N/NE 145th Street) & I-5 Interchange Improvements Project

Description = Replace the signalized intersections with roundabouts at the westside I-5 on/off ramps and at 5th Ave on the east side of I-5. The roundabouts will eliminate the need for a center lane with left-turn pockets on the existing bridge deck and will allow reconfiguration of the bridge deck from a 5- lane to a 4-lane roadway. The space no longer required for the roadway will be repurposed as a shared pedestrian and bicycle path across the north side of the bridge, protected by raised curbs. The existing pedestrian walkway on the south side of the bridge will be retained.

Total Project Cost = \$32,743,500

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	NEPA CE was issued September 2021.	Shoreline expects to receive a Street Improvement Permit from SDOT in July 2023. Shoreline expects to receive a Utility Permit from WSDOT and enter agreements with Seattle Public Utilities, Seattle City Light, and Lumen in August 2023.	The project is fully funded with \$8,812,500 of federal funds, \$11,441,000 of state funds, and \$12,490,000 of local funds for a total project cost of \$ 32,743,500 in 2023 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.

Project 7 = Sound Transit, Puyallup Station Improvements Project

Description = The Puyallup Station Improvements Project is improving access to Puyallup Sounder Station for drivers, pedestrians, and bicyclists, including a new garage and new surface parking adding approximately 665 new spaces, with sidewalk and bicycle enhancements. Other improvements include on-demand bike lockers at the station, an elevated pedestrian bridge crossing over 5th Street NW connecting the parking garage and Sounder Station, a signalized pedestrian crossing on 5th Street NW at 2nd Avenue NW, as well as new curb ramps and bicycle facilities on W Stewart Avenue and 4th Street NW.

Total Project Cost = \$79,100,000

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	Project received a benefit-cost ratio of 2.2 based on the ST2 plan's base economic scenario in 2008.	NEPA DCE and SEPA DNS were issued February 2016.	Sound Transit and the City of Puyallup entered a Development Agreement in March 2020.	The project is fully funded with \$8,121,500 of federal funds and \$70,978,500 of local funds for a total project cost of \$79,100,000 in 2021 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.

Project 8 = WSDOT, I-5/Northbound Marine View Dr to SR 529 – Corridor & Interchange Improvements Project

Description = Improvements include minor widening of the roadway and re-striping northbound I-5 to create four lanes, with one designated HOV only, to improve mobility and increase highway capacity. This project will also complete the half-interchange at SR 529 by constructing a new northbound I-5 off-ramp to SR 529 and a new southbound on-ramp from SR 529 to I-5. Also includes pedestrian and bicycle improvements.

Total Project cost = \$94,962,868

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	NEPA CE was issued March 2021.	N/A	The project is fully funded with state funds for a total project cost of \$94,962,868 in 2022 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.

Project 9 = WSDOT, I-90 @ SR 18 Interchange Improvements Project

Description = Modify the existing interchange configuration and widen SR 18 to four lanes between I-90 and Deep Creek with pedestrian and bicycle improvements. The project limits are from milepost (MP) 24.8 to MP 27.49.

Total Project Cost = \$188,461,018

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	The project received a benefit-cost ratio of 1.6.	NEPA CE and SEPA DNS were issued March 2021.	WSDOT and Bonneville Power Administration entered a Memorandum of Understanding Regarding Utility Coordination and Communication in July 2021.	The project is fully funded with state funds for a total project cost of \$188,461,018 in 2023 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.

PROJECTS REQUESTING STATUS CHANGE FROM “CANDIDATE” TO “CONDITIONALLY APPROVED FOR RIGHT OF WAY”

Project 10: WSDOT, SR 9 – 176th St SE to SR 96 Project

Description = Widen SR 9 from 176th St. SE vicinity to SR 96 vicinity to provide an additional northbound lane and improve the performance of several intersections by providing right and left turn lanes, signal and lighting upgrades, provision for U-turn movements, sidewalks, and ADA upgrades. Other improvements include stormwater treatment facilities, shoulder widening, roadside improvements, and signing upgrades.

Total Project Cost = \$95,353,298

Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	NEPA CE and SEPA DNS were issued June 2017.	N/A	The project is partially funded with \$21,942,559 of state funds but \$73,410,739 of the construction phase is unfunded. The total project cost is \$95,535,298 in 2022 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.



Puget Sound Regional Council

ACTION ITEM

July 6, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Recommend Allocation of Remaining FFY 2022 FTA Funding**

IN BRIEF

Two transit agencies request to allocate 2022 FTA funds to their existing projects. King County Metro requests to allocate \$13,648,421 in Seattle-Tacoma Everett Urbanized Area (STE UZA) 2022 FTA 5337 HIFG funds to six projects identified below. Skagit Transit requests to allocate \$470,730 in STE UZA 2022 FTA 5307 and 5339 funds to one project identified below. These funds were held over from the distribution of PSRC's FTA Earned Share funds that were allocated to agencies as part of the 2018 project selection process. These requests were reviewed and recommended by the Transportation Operations Committee (TOC) at its June 28, 2023, meeting.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board approval of the allocation of 2022 FTA 5307, 5337 HIFG, and 5339 funding to the six King County Metro projects and one Skagit Transit project, as identified below.

DISCUSSION

King County Metro requests to allocate \$13,648,421 in STE UZA 2022 FTA 5337 HIFG funds to the projects shown in the table:

Project Title	Proposed Allocation
500K Substation Breaker Replacement	\$2,200,000
Atlantic Base Maintenance Building HVAC Replacement	\$1,000,000
Broad Street Substation Transformer Replacement	\$2,028,000

Trolley System Transit Asset Management 2021-2022	\$1,645,541
Atlantic Base Wash Systems Vacuum Replacement	\$324,880
Trolley Energy Storage System Replacement	\$6,450,000

Skagit Transit requests to allocate \$470,730 in STE UZA 2022 FTA 5307 and 5339 funds to its "Skagit Transit Maintenance Operations and Administration Facility" project.

These funds were held over from the distribution of PSRC's FTA earned share funds that were allocated to agencies as part of the 2018 project selection process, approved by PSRC's Executive Board on July 26, 2018. King County Metro and Skagit Transit did not program these funds to projects as part of that process because at that time the agencies did not have projects that were ready to use their full estimated allocation of funding.

The scopes of the projects receiving additional funds will not change. The additional funding is needed to offset increases in project expenses for the six existing projects. The "Trolley Bus ESS Unit Replacement" project will use the funds to replace the worn-out Energy Supply Systems in all of the agency's 174 trolley buses. The seven existing projects have already gone through PSRC's public review process.

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



Puget Sound Regional Council

DISCUSSION ITEM

July 6, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Regional Safety Summit Debrief**

IN BRIEF

On June 29, PSRC held a Regional Safety Summit at the Seattle Convention Center, bringing together a diverse set of voices including elected officials, transportation experts, engaged citizens and other stakeholders to discuss transportation safety issues and how to move the region forward to achieving zero fatalities and serious injuries. At the July Transportation Policy Board meeting, staff will provide an overview of the summit and next steps.

DISCUSSION

The Regional Transportation Plan called for a regional safety convening to be held, as a first step on the path towards developing a Regional Safety Plan. The first ever Regional Safety Summit was held on June 29 at the Seattle Convention Center and featured national speakers who are leading the charge for a Safe Systems Approach and a more equitable transportation system.

In addition, local experts shared information on the state of road safety in the Puget Sound region, exploring data and trends that set the table for an afternoon discussion with attendees on issues, needs and solutions.

Approximately 140 people attended the summit and engaged in robust discussions on safer streets and safer people. At the July meeting, staff will provide an overview of the Summit, identifying key take-aways and next steps. Presentations from the day are posted on [PSRC's website](#), and a summary of proceedings will be developed and provided to attendees and PSRC's boards and committees later this month.

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



Puget Sound Regional Council

DISCUSSION ITEM

July 6, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Safe Streets and Roads For All Grant Program Update**

IN BRIEF

At the July 13 meeting, the Transportation Policy Board will be briefed on PSRC's activities related to the Safe Streets and Roads for All grant program.

DISCUSSION

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

[PSRC received a \\$4.9 million grant](#) under the first round of FY 2022 funding to develop a Regional Safety Plan and to assist and provide administrative oversight to six member agencies to develop their own local safety action plans. The grant agreement has now been signed with the Federal Highway Administration and work is moving forward.

USDOT strongly encouraged this regional coordination and consolidation of grant requests and conveyed that regional collaboration will be expected for successful second round applications as well. The second round of the SS4A grant program for FY 2023 was released and applications are due on July 10.

PSRC has offered to continue this regional support role for the grant program and solicited interest from member jurisdictions in partnering on a new application. Ten jurisdictions expressed interest in pursuing grant funding for local safety planning work under the SS4A program. Their requests will be compiled by PSRC into a combined grant application of approximately \$3 million.

Additional information on both the awarded grant and the second combined grant application will be provided at the July 13 Transportation Policy Board meeting.

For more information, please contact Ben Bakkenta, Director of Regional Planning, at bbakkenta@psrc.org or (206) 971-3286.



Puget Sound Regional Council

DISCUSSION ITEM

July 6, 2023

TO: Transportation Policy Board

FROM: Kelly McGourty, Director of Transportation Planning

SUBJECT: Equity Advisory Committee Update

IN BRIEF

Equity is a key policy area in [VISION 2050](#), the region's long-range plan for growth. A new action in the draft VISION 2050 plan (RC-Action-3) directs PSRC to develop a regional equity strategy, which is intended to make equity central to PSRC's work and to support the 2024 local comprehensive plan updates.

PSRC staff and the [Equity Advisory Committee](#) (EAC) have made progress on regional equity work, including co-creating elements of the [Regional Equity Strategy](#), which will provide guidance to help members work in a coordinated manner towards the region's goal of providing an exceptional quality of life and opportunity for all. During the upcoming Transportation Policy Board meeting, staff will share the progress the committee has made co-creating various resources within the Regional Equity Strategy.

Additionally, since January of 2023, the Equity Advisory Committee (EAC) has worked with PSRC staff to review PSRC's current project selection process as it relates to equity, to ultimately develop an equity pilot program to distribute approximately \$6 million of PSRC's 2025-2026 Federal Highway Administration (FHWA) funds. The EAC will also develop recommendations for potential further equity improvements in future PSRC project selection processes. During the upcoming Transportation Policy Board meeting, staff will also share the progress the committee has made preparing to design the Equity Pilot.

DISCUSSION

Regional Equity Strategy

Based on feedback from PSRC boards and committees as well as various stakeholders from around the region, staff worked with the Equity Advisory Committee to co-create the Regional Equity Strategy. The strategy includes components such as:

Capacity Building

- Learning Opportunities
- Prioritizing Equity
- Inclusive Procurement
- Hiring and Retention

Data and Research

- Equity Tracker
- Legacy of Structural Racism Interactive Report
- Data & Analysis

Community Engagement

- Equity Advisory Committee
- Anti-Displacement Organizations Report
- Equitable Engagement Guidance

Best Practices

- Equity Planning Resources
- Racial Equity Impact Assessment

In anticipation of upcoming comprehensive plan updates, staff engaged with the EAC on the resources most relevant to this process: Equity Tracker, Legacy of Structural Racism Interactive Report, Anti-Displacement Organizations Report, Equitable Engagement Guidance, Equity Planning Resources, and Racial Equity Impact Assessment. Staff will share an update on the progress they have made co-creating these resources with the Equity Advisory Committee.

Equity Pilot

PSRC conducts a project selection process to distribute federal transportation funds every two years. The process and the criteria used to evaluate every project is based on policies and outcomes detailed in [VISION 2050](#) and the [Regional Transportation Plan](#). These include elements such as accessibility, multimodal mobility, safety, equity and climate, as well as financial and project readiness considerations.

In addition to substantial improvements to how equity was incorporated into the existing project selection process, as part of the 2022 *Policy Framework* approximately \$6 million of PSRC's FHWA funds were set aside for an Equity Pilot Program. The EAC has been asked to co-create this program, developing the parameters by which projects would be selected for funding, with an overarching focus on improving equity with transportation investments.

There are four phases for this program. Phase one was focused on education and included a series of meetings during the first quarter that helped EAC members understand the nuances of the project selection process. These meetings explored PSRCs current project selection process and how other Metropolitan Planning Organizations (MPOs) across the country have incorporated equity into their processes. The EAC also engaged in a simulation exercise where members evaluated transportation projects from 2022.

Phase two focused on designing the Pilot. During this phase, the EAC proposed ideas about the structure of the Equity Pilot Program. Additionally, from June to August, a few members of the EAC will join staff meetings to implement the suggestions shared by the committee and design the Equity Pilot. During phase three staff will release the pilot, conduct the pilot, and review which projects were recommended with the EAC.

The EAC will end the year with phase four, reviewing the outcomes of the pilot program, discussing what went well and sharing recommendations for the next full project selection process, based on the experience designing the Equity Pilot. In December, the board will review the EACs recommendations for how project selection should be improved and then adopt the framework in January of 2024.

For more information, please contact Charles Patton, Program Manager – Equity Policy and Initiatives, at cpatton@psrc.org or Kelly McGourty, Director of Transportation, at kmcgourty@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

July 6, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Summer Planning Academy**

IN BRIEF

PSRC is introducing a summer youth engagement program called Summer Planning Academy (SPA) beginning in July 2023. The first cohort of SPA will feature 25 students from across the region. The Transportation Policy Board will be briefed on the program at the July 13 meeting.

DISCUSSION

In summer 2023, staff are conducting a youth engagement program called the PSRC Summer Planning Academy. This effort is a product of the Hiring and Retention working group of the Regional Equity Action Plan. The goals of a structured youth engagement program include:

- Introducing individuals to the planning process and profession at an early age.
- Engaging young people on a regular basis to provide input on PSRC's policies and programs.
- Promoting equity in the region by actively recruiting and engaging youth from diverse backgrounds including Black, Indigenous, and people of color (BIPOC) communities, low-income residents, and people with disabilities.

SPA will take place on four consecutive Fridays beginning July 21, 2023. Each day will educate students on planning topics in the region, introduce them to panelists and speakers that are contributing to this work, and include site visits to relevant locations across the four counties. The four curriculum topics being covered are MPO Basics, Transit, Environment, and a combined session on Housing and Equity.

Following successful completion of SPA students will be eligible for a \$500 scholarship.

Please reference [PSRC's SPA website](#) for more information and watch PSRC's social media pages for updates during the program.

For more information, contact Noah P. Boggess at nboggess@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

July 6, 2023

TO: Transportation Policy Board

FROM: Kelly McGourty, Director of Transportation Planning

SUBJECT: Plan Review Process

IN BRIEF

PSRC staff will brief the Transportation Policy Board on recent guidance, technical assistance, countywide work, and other support for the 2024 comprehensive plan updates. VISION 2050 calls for PSRC to support efforts to update local comprehensive plans through updates to plan review and certification guidance and building awareness on VISION 2050 (RC-Action-1 and RC-Action-4).

DISCUSSION

PSRC develops data, guidance, and resources to support implementation of VISION through local planning. PSRC has published numerous guidance documents to date, which are available on the [VISION 2050 Planning Resources](#) page. Following adoption of VISION 2050 in 2020, PSRC updated the Plan Review Manual and issued guidance on growth target development, economic development, climate change, coordination with Tribes, housing, equitable engagement, and transit-oriented development.

Recent Publications

As part of the [Regional Equity Strategy](#), PSRC staff have been working with the [Equity Advisory Committee](#) to develop resources to center equity in planning. [Equity Planning Resources for Comprehensive Plans](#) compiles example policies from local plans, local and national policy guides, and data resources on equity for comprehensive plans. The resources focus specifically on equity topics addressed in [VISION 2050](#).

Transportation elements are important components to local comprehensive plans and a key area for PSRC's certification review. PSRC recently published [Draft Transportation Guidance](#) to provide best practices and information on the required components of transportation elements, both to meet state requirements and to ensure consistency with VISION 2050.

PSRC staff have also been compiling frequently asked questions on comprehensive plans and the plan review process. PSRC staff will provide highlights from the latest version of the [FAQ](#).

Countywide Planning Policies

Following adoption of VISION 2050, work began to update the countywide planning policies. PSRC's boards have been working through certification of updated countywide planning policies. Staff will provide an update on countywide work to implement VISION 2050 and reflect changes in state law.

Outreach

To support staff in updating local comprehensive plans, PSRC staff have been working along with the Department of Commerce and MRSC on the [Passport to 2044](#) series of webinars. Twelve events have taken place in 2022 and 2023 covering available resources, best practices, and changes in state law since the last periodic update. PSRC staff are continuing the Passport to 2044 series in 2023 and fielded a survey to solicit input on additional sessions.

In the first half of 2023, PSRC staff reached out to all the 86 cities and counties in the region to share resources and information on the plan review process. Staff will provide an update on one-to-one outreach with local jurisdictions.

PSRC staff welcome any feedback from the Transportation Policy Board on information and tools needed for the comprehensive plan updates, as well as approach to engage with local staff.

For more information, contact Maggie Moore, Senior Planner, at mmoore@psrc.org.

Information Item 11A: WSDOT 2023-2025 Consolidated Grant Program Awards for PSRC Region

County	Sponsor	Project Title	Project Description	Funds Awarded 2023-25
Multi	Hopelink	Regional Alliance for Resilient and Equitable Transportation (RARET)	This grant is to provide the staffing, short- and long-term planning, and operational support for the Regional Alliance for Resilient and Equitable Transportation (RARET) workgroup whose goal is to increase life-sustaining transportation services available to specialized populations during an emergency in the Central Puget Sound region.	\$191,282
Multi	Hopelink	Central Puget Sound One-Call/One-Click	This project maintains and improves a One-Call/One-Click system to provide multimodal trip planning and referral system for special needs populations in the Puget Sound region. It will ensure the community has access to a one-stop shop for their transportation needs while increasing the efficacy of existing special needs transportation services.	\$583,561
Multi	Mt. Si Senior Center	Mt. Si Senior Center - Sustain Snoqualmie Valley Transportation	We will provide ADA accessible demand response services and deviated route services to transit-dependent individuals in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and Monroe. Operating hours are M-F, 5:00 AM until 9:00 PM.	\$1,110,971
Multi	Mt. Si Senior Center	Mt. Si Senior Center - SVT - Expansion to Weekend Svc.	To provide weekend ADA accessible demand response services and deviated route services to transit-dependent individuals in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and Monroe. Operating hours are Saturday and Sunday, 6:00 AM - 8:00 PM.	\$677,088
Multi	Northshore Senior Center	Northshore Senior Center Transportation	Northshore Senior Center Transportation will provide demand-response service to seniors and persons with disabilities in Bothell, in King and Snohomish Counties, and in Kirkland, Woodinville, Kenmore, Lake Forest Park, with trained Drivers operating lift-equipped vehicles, including our Adult Day Health program, and our Meal Delivery program.	\$130,370

County	Sponsor	Project Title	Project Description	Funds Awarded 2023-25
Multi	Puget Sound Educational Service District (PSED)	Road to Independence	The RTI program serves special needs individuals in rural south King and east Pierce counties, where there is little or no public transportation. The program contributes to economic development and enhances quality of life by providing: Certified Driver License (CDL) training and licensing so low-income individuals may obtain a family wage jobs.	\$676,000
Multi	Transportation Choices Coalition (TCC)	Regional Mobility Survey for Priority Populations	The Regional Mobility Survey will be a statistically significant survey to understand the mobility gaps of people with disabilities, older adults, youth, low income, people of color, rural communities and other priority populations within Snohomish, King, and Pierce counties that allows comparison across the region and time.	\$80,000
King	Catholic Comm. Services of Western Washington - King County	Volunteer Transportation Program*	Provides a free of charge service to low-income older adults and adults with disabilities who do not qualify for state-paid chore services. Transportation services are provided throughout King County and prioritize special-needs populations and individuals who live in poverty.	\$111,576
King	Hopelink	Mobility Management in King County	Provides staffing, planning, & operational support for King County's mobility coalitions, implements prioritized mobility projects, & conducts outreach to targeted populations. The project increases the efficiency & effectiveness of specialized transportation services via collaborative efforts while building & maintaining successful relationships.	\$965,807
King	King County Metro Transit	Sustain Community Shuttles for Seniors and People with Disabilities in King County	Provide operating funds to support the continuation of the Hyde Shuttle, a community-based paratransit service for seniors and people with disabilities in urban and suburban King County who are unable to use the bus or ADA paratransit service because they lack access, cannot afford the fare, not eligible for ADA service, or too frail to use it.	\$609,018

County	Sponsor	Project Title	Project Description	Funds Awarded 2023-25
King	Sound Generations	Hyde Shuttle	To provide operating funding assistance to sustain a community-based paratransit service for seniors and people with disabilities in urban, suburban and rural King County who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	\$2,093,007
King	Sound Generations	Hyde Shuttle - Eastside	To provide operating funds to start a community-based paratransit service for seniors and people with disabilities in Bellevue, Kirkland, and Redmond who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	\$577,600
Pierce	Catholic Community Services of Western Washington - Pierce County	Pierce County Volunteer Transportation Services Program	VTS provides door-through-door transportation to medical, grocery shopping and other necessary appointments to low-income seniors and adults with disabilities (18-59) who don't qualify for Pierce Transit Shuttle, Paratransit services or who live in a rural area of Pierce County where public transportation isn't available.	\$319,975
Pierce	Pierce County Human Services	Beyond the Borders	The scope will sustain accessible demand & deviated fixed route transportation for special needs riders who live or travel to unincorporated rural & suburban locations in east & south Pierce County who don't receive service from Pierce Transit (PT). Special needs clients served by include seniors, low-income, persons w/ disabilities & youth 5-17.	\$1,746,846
Pierce	Pierce County Human Services	Mobility Management Pierce County*	Sustains staffing of the Pierce County Coordinated Transportation Coalition (PCCTC) which provides Mobility Management leadership to Pierce County and the region. Their primary focus is to find solutions for special needs riders who are facing transportation challenges.	\$184,000
Pierce	Pierce Transit	Special Needs Transit Connector*	Implements phase II of an on-demand service using a contract-transportation provider to provide transit connections for elders, those with special needs and those with limited mobility in the 2- to 5-mile boundary around Route 1 in the Parkland-Spanaway-Midland area.	\$294,895

County	Sponsor	Project Title	Project Description	Funds Awarded 2023-25
Pierce	United Way of Pierce County	South Sound 2-1-1	Preserve existing South Sound 211 Transportation Resource Center (SS211 TRC) operations, the centralized intake service for special needs transportation, providing the access point for the special needs population to learn about all available mobility options in Pierce County, apply for rides, and receive one-on-one navigation assistance.	\$309,058
Snohomish	Catholic Community Services of Western Washington - Snohomish County	Disabled Veteran's Transportation	Sustain the Disabled Veterans Transportation program that provides disabled veterans living in Snohomish County with no-cost transportation to medical, dental and other essential appointments five days a week.	\$92,046
Snohomish	Homage (Senior Services of Snohomish County)	Deviated Fixed Route from Darrington to Smokey Point	To offer a deviated, fixed-route transportation solution between Arlington and Darrington (which would be fully ADA accessible) to improve public transportation services and connect these communities. The current service provided is insufficient in the times the route is offered and does not offer deviated pick-up for disabled people.	\$605,000
Snohomish	Homage (Senior Services of Snohomish County)	Sustain Transportation Assistance Program (TAP)*	Sustains the demand-response transportation service to bring populations of older individuals, persons with disabilities, and individuals with low income to a myriad of essential service, including, but not limited to medical appointments, congregate dining, and other social services.	\$1,446,188
Snohomish	Homage (Senior Services of Snohomish County)	Pay Your Pal (PYP)*	Sustains Homage's existing volunteer transportation program in rural and extreme rural areas of Snohomish. This program serves seniors and disabled citizens who utilize friends, family, neighbors to transport them to and from work, medical, and educational appointments.	\$83,308
Snohomish	Homage (Senior Services of Snohomish County)	Expand Transportation Assistance Program (TAP)*	Expands the hours of service and days of service to better meet the demand of the communities served as well as better match the hours of public transportation. TAP also is seeking funding to better serve more rural areas of the county, mostly the eastern side of Snohomish County, including Darrington and Granite Falls.	\$372,229

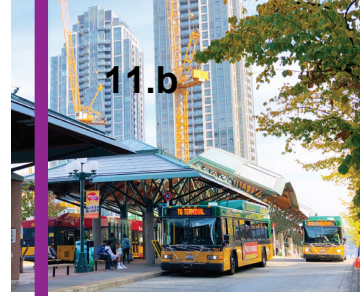
County	Sponsor	Project Title	Project Description	Funds Awarded 2023-25
Snohomish	Homage (Senior Services of Snohomish County)	Transportation Assistance Program (TAP) Outreach*	Sustains the TAP Outreach program, which highlights the transportation service options of those in need in Snohomish County. The services highlighted will include those in PSRC, SNOTRAC, RARET, and the NCTC geographic areas.	\$116,382
Snohomish	Workforce Development Council of Snohomish County	Snohomish County Transportation Coalition (SNOTRAC)*	Provides staffing, planning, and operational support for the Snohomish County Transportation Coalition (SNOTRAC) and support for subregional coalitions; assists in implementing locally prioritized mobility management projects; and conducts outreach to targeted special needs populations.	\$203,280
Total Funds Awarded				\$13,579,487

NOTE: Kitsap County participates in the WSDOT Consolidated Grant regional priority ranking process through the Peninsula RTPPO.
WSDOT allows projects to be funded for one biennium or two biennia. * indicates projects received funding in 2021 for the 2023-25 biennium.



Puget Sound Regional Council

FROM PANDEMIC TO PROSPERITY: Downtowns Reimagined



SAVE THE DATE

Friday, September 29, 2023



Part 1

9:00 a.m. – 12:00 p.m.

Zoom – Virtual Panels



Part 2

1:30 p.m. – 3:30 p.m.

**In Person Walking Tour
(location coming soon)**

The COVID 19 pandemic disrupted downtowns and urban cores in unforeseen ways that now provide opportunities to revitalize these places to better serve all people. Join industry and community leaders to explore cutting edge data analysis, innovative techniques, and best practices to reimagine downtowns for our shared prosperity.

Free to attend. Online registration opens soon.

PSRC Transportation Work Program - Draft Progress Reporting

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

Status	
■	Preparing
■	In Progress
■	Complete
■	Tentative

Project	Status to-date
Regional Transportation Plan	
Alignment of RTP and Funding Cycles	tbd - pending further board discussions
Update RTP Project Prioritization Framework	tbd - pending further board discussions
Board work group to determine 2026 RTP scope of work	tbd - anticipated Q1-2 2024
TPB direction on scope of work for 2026 RTP	tbd - anticipated Q1-2 2024
RTP development	anticipated Q3 2024-Q2 2026
Financial Strategy Refinement	tbd - pending further board discussions
PSRC Funding	
Policy Framework for PSRC's Federal Funds	Q3-Q4 2023
FHWA Project Selection: Board Action	Q3 2024, following competitions
FTA Funding Methodology Process Discussion	Completed with board action in March 2023
FTA Project Selection / Equity Formula Distribution	TOC process recommendations May 2023; anticipated process conducted July-August 2023
Annual FTA Adjustments Process	Complete
Rural Town Centers and Corridors Project Selection	Underway
Transportation Alternatives Project Selection	Underway
Equity Pilot Program Development	In Progress with EAC, Q1-Q3 2023
Equity Pilot Program Project Selection	Q3-Q4 2023
Consolidated Grant Program Regional Rankings	Complete
Transportation Improvement Program (TIP)	
2025 -2028 TIP Development	Q3-Q4 2024, following 2024 project selection
Conduct Equity Analysis of draft 2025-2028 TIP	Q3-Q4 2024
Release of 2025-2028 TIP for Public Comment	Q3-Q4 2024
Board Action on 2025-2028 TIP	Q4 2024
Monthly TIP Amendments	Ongoing
Project Tracking/Rebalancing	Ongoing
Climate: GHG Analysis and Planning	
2030 Transit Networks and Service	Complete
PSRC 2030 Network Modeling and Analysis	Initial modeling complete; next steps pending further board, RTP Steering Committee discussions and expert panel review
Puget Sound Regional Emissions Analysis Project	Complete
Regional Electric Vehicle Collaboration Clearinghouse	Operational/Ongoing, initial launch complete, maintenance and updates ongoing
Regional Electric Vehicle Collaboration Outreach	Ongoing, REV collaborative meetings scheduled for Q2 and Q4 (every year) - event held June 28
Develop Climate Implementation Strategy with Partners	pending board and RTP Steering Committee direction; April 2023 TPB discussion; expert panel to be convened summer 2023
PSRC Board Progress Briefings	Ongoing
Regional Safety Plan	
Explore Grant/Funding Opportunities	Complete
Apply for Safe Streets for All Grant	Round 1 complete; Round 2 pending
Research current plans, roles and responsibilities	In Progress, beginning local safety plan inventory compilation pending SS4A grant agreements
Convene Stakeholders	Complete - Regional Safety Summit held June 29
Develop Scope of Regional Safety Plan	tentative Q2-Q3 2023; concurrent with SS4A grant processing / convening

Develop Regional Safety Plan	tentative Q4 2023-Q4 2024
Performance Measures and Dashboard	
<i>Align with Equity Tracker, other related monitoring efforts</i>	
Identify Measures	Complete
Develop Dashboard Outline for Board Feedback	Complete
Assemble Data	Initial set complete; ongoing and continuous
Publish Draft Dashboard	Complete
Refinement and Updates	Ongoing
Annual Board Briefings	tentative Q1 2024
Active Transportation Plan Repackaging	
Repackage Active Transportation Plan	Complete
ADA Transition Plan Technical Assistance	
Research current plans, roles and responsibilities	Preliminary research complete; moving to monitoring role
Board Briefing and Discussion	TPB briefing June 2023
Annual Transit Integration Report	
Report Development	Q3-Q4 2023, scheduling and scoping in progress
Publish Report	Q4 2023
Big Ideas/Transformational Planning	
Regional Convenings to Support Effort	tbd - pending further board discussions
Future of HCT Regional Convening	tbd - pending further board discussions
Data Collection, Analysis, Performance Metrics	
Data collection, maintenance of viz tool, improvements	In Progress, Q1-Q4 2023
Equity, EJ analysis methodology improvements	tentative Q2-Q4 2023
RTP Financial Strategy	
Collaborate with Partners on Implementation Steps	tbd - pending further board discussions