



## Puget Sound Regional Council

### Executive Board

Thursday, April 28, 2022 • 10:00 – 11:30 AM

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

The meeting will be streamed live over the internet at [www.psrc.org](http://www.psrc.org).

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#### Attend, watch or listen

Members of the public can attend meetings at PSRC's offices, watch the meeting live at <https://www.psrc.org/boards/watch-meetings>, or listen by phone 1-888-475-4499, Meeting ID: 827 9712 7964, Passcode: 352433.

PSRC's office is open to the public for board meetings. PSRC will continue to monitor public health guidance from the Washington State Department of Health and Seattle-King County Public Health Officer. Should there be any major changes to guidance, this meeting may be held virtually only.

#### Provide public comment

PSRC's boards value public comment. Members of the public may provide public comment in multiple ways:

- Written comments may be submitted via email to [srogers@psrc.org](mailto:srogers@psrc.org) by 8:00 AM the day of the meeting. Comments will be emailed to board members. Comments received after that deadline will be provided to board members after the meeting.
- Public comment may be made via Zoom or by phone. **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. [Register here](#). You will have 2 minutes to address the board.
- Public comment may be made in person at PSRC's office.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#). For further information regarding public comment, see our [website](#).

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1. **Call to Order and Roll Call (10:00) - Councilmember Claudia Balducci, President**
2. **Communications and Public Comment**
3. **President's Remarks**
4. **Executive Director's Report**
5. **Committee Reports**
  - a. Operations Committee - Mayor Becky Erickson, Vice President
6. **Consent Agenda (10:20)**
  - a. Approve Minutes of Meeting held March 24, 2022

- b. Approve Vouchers Dated February 28, 2022 through April 6, 2022 in the Amount of \$974,548.22
- c. Approve Updated Policy on Compensating Members of PSRC Funded Focus Groups, Committees, and/or Community Based Organizations
- d. Approve Contract Authority for Consultant Services for a Housing Survey
- e. Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
- f. Approve Allocation of Unprogrammed 2022 FTA Earned Share Funding to King County
- g. Approve 2022 Project Extension Requests
- h. Approve Certification of Canyon Park RGC Subarea Plan
- i. Approve Certification of Snohomish County Countywide Planning Policies
- j. Approve 2022 Project Delivery and Supplemental Funding Action

## **7. New Business (10:25)**

- a. Recommend Adoption of the Regional Transportation Plan to the General Assembly -- *Mayor Dana Ralph, TPB Chair and Councilmember Ryan Mello, TPB Vice Chair*

## **8. Information Items**

- a. Regional Equity Strategy Update
- b. New Employees Status Report

## **9. Other Business**

## **10. Next Meeting: Thursday, May 12, 2022, Hybrid Meeting, 10 - 11:30 AM**

**[NOTE: This date is being held for a special meeting should additional time be required to finalize the RTP before the May 26 General Assembly.]**

Save the Dates:

General Assembly - May 26, 2022, Hybrid Meeting, 10:00 AM - 12:00 PM

Executive Board - June 23, 2022, Hybrid Meeting, 10:00 - 11:30 AM

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

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Sheila Rogers at [srogers@psrc.org](mailto:srogers@psrc.org).

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711. العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese, visit <https://www.psrc.org/contact-center/language-assistance>.



April 14, 2022

## Regional Transportation Plan Recommended

The Transportation Policy Board finalized actions on a series of proposed amendments to the Regional Transportation Plan and recommended approval of the plan as amended to the Executive Board. View the [presentation](#) or watch the [meeting video](#).

For more information, contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

### In other business, the board:

- Recommended approval of a Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP).
- Recommended an allocation of Unprogrammed 2022 FTA Earned Share Funding to King County Metro.
- Recommended approval of 2022 Project Extension Requests.
- Recommended Certification of Canyon Park RGC Subarea Plan.
- Recommended Certification of Snohomish County Countywide Planning Policies.

A video of the meeting is available on the [Watch Board Meetings page](#). Meeting materials, including agendas and presentations, can be found on the [Transportation Policy Board: Meeting Materials page](#).



April 7, 2022

### **Certification of Canyon Park Regional Growth Center**

The Growth Management Policy Board recommended certification of the Canyon Park Regional Growth Center subarea plan. PSRC staff reviewed the plan and found that it addressed planning expectations for regional centers. View [the presentation](#).

For more information, contact Maggie Moore at [mmoore@psrc.org](mailto:mmoore@psrc.org).

### **Certification of Snohomish County Countywide Planning Policies**

The board recommended certification of the Countywide Planning Policies (CPPS) for Snohomish County. PSRC staff reviewed the CPPs and found they were consistent with the multicounty planning policies in VISION 2050 and the regional transportation plan. View [the presentation](#).

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

### **Regional Transit-Oriented Development Committee**

The Regional Transit-Oriented Development Committee (RTODC) serves as an advisory committee to the Growth Management Policy Board. Board members were briefed on the committee's recent activities, and had an opportunity to provide feedback on upcoming work.

- March 18: RTOD meeting focused on "TOD for All." It included [presentations](#) from PSRC staff on updates to the Displacement

Risk Map, Sound Communities on site acquisition for equitable TOD, and work carried out by City of Lynnwood and City of Tacoma to mitigate commercial and residential displacement.

- April 29: *Incentives for TOD: Tax Increment Financing and Other Financial Tools* hybrid event. Board members are encouraged to [register](#) early if they wish to participate in-person.
- June 17: RTOD meeting focused on TOD guidance for comprehensive plan updates.

View [the presentation](#) or [sign-up](#) to receive the Talkin' TOD newsletter.

For more information, contact Laura Benjamin at [lbenjamin@psrc.org](mailto:lbenjamin@psrc.org).

## **Conservation Toolkit for Protecting Farms, Forests, Open Space, and Rural Lands**

PSRC is developing a [conservation toolkit](#) to support jurisdictions in their work to protect farms, forests, open space, and rural lands. The board was provided an overview of the toolkit, and asked to provide feedback on both the contents of the toolkit and how best to promote the toolkit to counties, cities, and other agencies. Additional conservation resources can be found on [PSRC's Open Space Conservation page](#).

Board members are encouraged to review the toolkit and share it with staff that work on conservation and open space issues. Feedback is requested by May 2. PSRC staff will integrate feedback into the draft and finalize the toolkit in June. View [the presentation](#).

For more information, contact Erika Harris at [eharris@psrc.org](mailto:eharris@psrc.org).

## **Puget Sound Data Trends**

PSRC tracks a variety of regional demographic and transportation trends. Staff provided the board with a look at the latest trends, highlighting how the region has changed in response to the pandemic and what is emerging as the new "normal." Data included changes in jobs, unemployment, vehicle, and transit usage. View [the presentation](#).

For more information, contact Craig Helmann at [chelmann@psrc.org](mailto:chelmann@psrc.org).

A video of the meeting is available on the [Watch Board Meetings page](#). Meeting materials, including agendas and presentations, can be found on the [GMPB Meeting Materials page](#).



## Puget Sound Regional Council

### MINUTES

**Puget Sound Regional Council Executive Board  
Thursday, March 24, 2022, 10:00 AM – 12:00 PM  
Hybrid Meeting, PSRC Board Room**

### CALL TO ORDER AND ROLL CALL

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

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

### COMMUNICATIONS AND PUBLIC COMMENT

There were no public comments received.

### PRESIDENT'S REMARKS

President Claudia Balducci welcomed the following new Executive Board alternates on the board.

- Everett Councilmember Don Schwab
- Port of Tacoma Commissioner Kristin Ang

### COMMITTEE REPORTS

Vice President Becky Erickson, Chair, Operations Committee, reported that at today's meeting the Operations Committee recommended approval of vouchers dated January 31, 2022 through March 14, 2022 in the Amount of \$998,351.05

The committee also approved contract authority to purchase audio/video web-streaming services, and contract authority for consultant services for budgeted Household Travel Survey in 2023, as part of a new eight-year program.



The committee heard from Andrew Werfelmann, PSRC's Budget Manager on the request to recommend approval of PSRC's Supplemental Budget and Work Program to the General Assembly. The Operations Committee has been working on the development of the budget since September 2021. Beginning in January 2022, PSRC policy boards were given the opportunity to review and comment on the budget. He reported that to date PSRC has not received any comments.

The supplemental budget and work program of \$32 million has no recommended overall changes in revenues or expenditures since the last administrative amendment in September 2021. Mayor Erickson stated that the budget the General Assembly adopted last year assumes dues increase of 4% in the coming fiscal year. She reminded the board that the dues increase continues to shore up PSRC's contingency fund, in line with the fiscal policy developed by the Operations Committee.

## CONSENT AGENDA

**ACTION: It was moved and seconded (Wahl/Garrido) to: (a) Approve Minutes of Meeting held February 24, 2022 (b) Approve Vouchers Dated January 31, 2022 through March 14, 2022 in the Amount of \$998,351.05 (c) Approve Contract Authority to Purchase Audio/Video Web-Streaming Services (d) Approve Contract Authority for Consultant Services for Budgeted Household Travel Survey in 2023, as Part of a New Eight-Year Program (e) Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP) (f) Approve Project Submittals to WSDOT National Highway Freight Program Funding Competition (g) Approve Certification of the Frederickson MIC Subarea Plan.**

The motion passed unanimously.

## DISCUSSION ITEM

### Welcome Legislative Leadership to Discuss Move Ahead Washington

Josh Brown, PSRC Executive Director introduced and welcomed Representative Jake Fey, 27<sup>th</sup> Legislative District, House Transportation Committee Chair and Senator Marko Liias, 21<sup>st</sup> Legislative District, Senate Transportation Committee Chair to discuss Move Ahead Washington the new transportation funding package.

The Washington State Legislature approved the nearly \$17 billion, 16-year transportation package on March 10. This marks the beginning of a new era of transportation planning and funding in the state. It is the first statewide investment package to move ahead without an increase in the gas tax.

The package includes key funding for projects within the central Puget Sound region to support transit, safety projects, and equitable transportation. It also invests in projects



that will reduce greenhouse gas emissions through electrification and related projects. The new investments align with the Regional Transportation Plan and will help move many of its initiatives forward.

## **NEW BUSINESS**

### **Recommend Projects for Approval from Rural Town Centers and Corridors Program and Transportation Alternatives Program**

Sarah Gutschow, PSRC Senior Planner; and Jennifer Barnes, PSRC Program Manager briefed the board on the requested action to approve the Rural Town Centers and Corridors Program and the Transportation Alternatives Program.

PSRC recently conducted competitive processes to award funds under two separate project selection processes: the Rural Town Centers and Corridors Program and the Transportation Alternatives Program. On February 10, 2022, the Transportation Policy Board authorized the release of projects recommended for funding under both programs for public review and comment, including a prioritized contingency list of projects should additional funds become available prior to the next selection processes.

At its meeting on March 10, the Transportation Policy Board recommended Executive Board approval.

**ACTION: It was moved and seconded (Sweet/Erickson) to approve Rural Town Centers and Corridors Program and Transportation Alternatives Program funding to the list of projects identified in Attachments A and B, along with the recommended prioritized lists of contingency projects.**

**The motion passed unanimously.**

### **Recommend Adoption of Supplemental Biennial Budget and Work Program Fiscal Years 2022-2023**

Andrew Werfelmann, PSRC Budget Manager, briefed the board on the requested action that the Executive Board request the General Assembly adopted the FY 2022-2023 Supplemental Biennial Budget and Work Program.

Last April, PSRC's General Assembly adopted a two-year budget and work program, which runs from July 1, 2021 through June 30, 2023. The adopted biennial budget includes an option to make an adjustment with a supplemental budget after the first year. Information on the proposed Supplemental Budget and Work Program was given to the Executive Board, Transportation Policy Board, Growth Management Policy Board, Regional Staff Committee, and the Economic Development Board during the month of January 2022 and members were invited to forward any comments to the Operations Committee.

PSRC staff did not receive any comments from board members on the supplemental budget and work program.

**ACTION: It was moved and seconded (Erickson/Dammeier) to: (1) Recommend approval of the FY 2022-2023 Supplemental Biennial Budget and Work Program by the Executive Board and recommend adoption by the General Assembly on May 26, 2022 (2) Recommend that the General Assembly adopt Resolution PSRC-A-2022-01 authorizing the submittal of the adopted Supplemental Fiscal Year 2022- 2023 Biennial Budget and Work Program to the appropriate federal and state funding agencies.**

**The motion passed unanimously.**

## **DISCUSSION ITEM**

### **Regional Transportation Plan Public Comment Review and Potential Revisions**

Kelly McGourty, PSRC Director of Transportation Planning; and Ben Bakkenta, PSRC Director of Regional Planning provided the board with an overview of the comments received on the draft Regional Transportation Plan, including the number and type of commenters and overall comment themes.

The public comment period for the draft Regional Transportation Plan was conducted between January 13 and February 28, 2022. Comments were received from 73 individuals, 17 of PSRC's member agencies, and 22 other organizations including tribal governments, public agencies, non-profit and community organizations.

In addition to the specific proposals submitted during the public comment period, Transportation Policy Board members were requested to submit any additional plan amendments to PSRC by Friday, March 4. This date was set to allow staff to compile proposed amendments and forward on to the full board for review in advance of the March 10 Transportation Policy Board meeting.

There is much overlap of topics across amendments and with the public comments received, and staff is working to collate similar themes and prepare packages of proposed plan revisions to assist with board review and ultimate action.

The Transportation Policy Board plans to hold an additional meeting on March 31 as well as their regular meeting on April 14, at which time a recommendation to the Executive Board will be made.

The Executive Board is scheduled to discuss the Regional Transportation Plan at its March 24 and April 28 meetings, with final action scheduled for April.

The Executive Board is asked to hold the date of May 12 for a potential additional meeting should it be necessary to complete the recommendation prior to the May 26 General Assembly meeting,

### **INFORMATION ITEM**

Included in the agenda packet was information on the May 26 General Assembly.

### **OTHER BUSINESS**

There was no other business brought before the board.

### **NEXT MEETING**

The Executive Board will next meet on Thursday, April 28, 2022, 10 – 11:30 AM. This will be a hybrid meeting.

### **ADJOURN**

The meeting adjourned at 12:03 PM.

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Adopted this 28<sup>th</sup> day of April 2022.

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Councilmember Claudia Balducci, President  
Puget Sound Regional Council

ATTEST:

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Josh Brown, Executive Director

Attachments:  
eb2022mar24-attendance

**Executive Board Meeting - March 24, 2022**

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

1=Present

**6.a.a**

<b>King County</b>	2	EXC Dow Constantine	1
		CM Claudia Balducci	1
		CM Joe McDermott Alt	
		CM Jeanne Kohl Welles Alt	
Seattle	4	MYR Bruce Harrell	
		CM Andrew Lewis	
		CM Tammy Morales	
		CM Dan Strauss	
		CM Teresa Mosqueda Alt	
		CM Alex Pedersen Alt	
Bellevue	1	MYR Lynne Robinson	
		CM Jennifer Robertson Alt	1
Federal Way	1	MYR Jim Ferrell	
		<b>Vacant Alt</b>	
Kent	1	MYR Dana Ralph	
		CM Toni Troutner Alt	1
Kirkland	1	MYR Penny Sweet	1
		DP MYR Jav Arnold Alt	1
Renton	1	MYR Armondo Pavone	
		CM James Alberson, Jr. Alt	1
Redmond	1	MYR Angela Birnev	
		CM Jessica Forsythe Alt	1
Auburn	1	MYR Nancy Backus	
		<b>Vacant Alt</b>	
Cities/Towns	3	MYR Amy Ockerlander, Duvall	
		CM Chris Roberts, Shoreline	1
		MYR Allan Ekberg, Tukwila	1
		MYR David Baker, Kenmore Alt	
		CM James McNeal, Bothell Alt	1
		MYR Jeff Wagner, Covington Alt	1
		MYR Mary Lou Pauly, Issaquah 2nd Alt	1
		MYR Jan Molinaro, Enumclaw 2nd Alt	1
<b>Kitsap County</b>	1	COM Charlotte Garrido	1
		COM Robert Gelder Alt	1
Bremerton	1	MYR Greg Wheeler	1
		CM Michael Goodnow Alt	
Port Orchard	1	MYR Rob Putaansuu	1
		CM Jay Rosapepe Alt	
Cities/Towns	1	MYR Becky Erickson, Poulsbo	1
		MYR Joe Deets, Bainbridge Island Alt	1
<b>Pierce County</b>	2	EXC Bruce Dammeier	1
		CM Derek Young	1
		CM Dave Morell Alt	
Tacoma	1	MYR Victoria Woodards	1
		CM Keith Blocker Alt	
Lakewood	1	CM Don Anderson	1
		CM Linda Farmer Alt	
Cities & Towns	1	CM Doug Fagundes, Fife	1
		MYR Pro Tem Javier Figueroa, University Place Alt	
<b>Snohomish County</b>	2	EXC Dave Somers	
		CM Sam Low	1
		CM Stephanie Wright Alt	
Everett	1	MYR Cassie Franklin	
		CM Don Schwab Alt	1
Cities/Towns	2	MYR Barbara Tolbert, Arlington	1
		MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
		CM George Hurst, Lynnwood Alt	
		MYR Mason Thompson, Bothell Alt	1
<b>Port of Bremerton</b>	1	COM Axel Strakeljahn	1
		COM Cary Bozeman Alt	1
		COM Gary Anderson Alt	
<b>Port of Everett</b>	1	COM Glen Bachman	1
		COM Tom Stiger Alt	
<b>Port of Seattle</b>	1	COM Ryan Calkins	1
		COMM Sam Cho Alt	
<b>Port of Tacoma</b>	1	COM Dick Marzano	1
		COMM Kristin Ang Alt	
<b>Washington State Department of Transportation</b>	1	Secretary Roger Millar	
		Julie Meredith Alt	1
		Mike Cotten Alt	
		Steve Roark Alt	
<b>Washington State Transportation Commission</b>		Robin Mayhew Alt	
	1	COMM Hester Serebrin	
		COMM Jerry Litt Alt	



## Puget Sound Regional Council

### CONSENT AGENDA

April 21, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Vouchers Dated February 28, 2022 through April 6, 2022 in the Amount of \$974,548.22**

### IN BRIEF

Two representatives of the Operations Committee review and sign off on the vouchers. In accordance with RCW 42.24.080, following the Operations Committee's review, the Executive Board approves the vouchers. Because the meeting is being attended remotely, PSRC will email voucher information to two members of the Operations Committee for review and approval.

### RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

#### REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>	<u>TOTALS</u>
03/15/22 - 04/06/22	AP Vouchers	\$ 270,918.07
02/28/22 - 03/15/22	Payroll	\$ 703,630.15
		<hr/>
		\$ 974,548.22

For additional information, please contact Andrew Werfelmann at 206-971-3292; email [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org).



## Puget Sound Regional Council

### CONSENT AGENDA

April 21, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Updated Policy on Compensating Members of PSRC Funded Focus Groups, Committees, and/or Community Based Organizations**

### IN BRIEF

PSRC would like to expand the existing policy on compensating participation in focus groups and/or committees to include community-based organizations (CBOs) as an allowed recipient.

### RECOMMENDED ACTION

Recommend that the Executive Board approve the revised policy on compensating members of PSRC funded focus groups and/or advisory committees.

### DISCUSSION

The original policy on compensation for participation was reviewed and approved by the Operations Committee in October 2020. This policy only allowed compensation for time spent on focus groups and/or advisory committees. In June 2021, the policy was updated to include time spent on surveys and interviews, and to allow the use of gift cards as compensation when paid through a consultant. The State Auditor's Office evaluated this policy as part of its most recent accountability audit and had no concerns with the policy as drafted or with our implementation procedures.

The suggested revisions to the existing policy would allow PSRC to include compensation to CBOs to encourage public participation in PSRC outreach efforts. The revision clarifies what a community-based organization is, what type of communication may be used, and how they can be compensated.

In addition, PSRC staff included language to formalize our existing internal policy of requiring matching records of attendance and/or participation prior to payment (or reimbursement for consultants).

Contingent upon approval, the policy will be amended within PSRC's Administrative Policies and Procedures Document.

For more information, please contact Lili Mayer at (206) 688-8221, or [LMayer@psrc.org](mailto:LMayer@psrc.org).

Attachments:

Outreach Compensation Policy and Procedures



## Outreach Compensation Policy and Procedures (For community based organizations, focus groups, working groups, committee members, participation in surveys, and interviews)

~~June 2021~~ April 2022

### Purpose

To establish a policy and procedures for compensating focus group or committee members who are not compensated by their employers for participating in PSRC-funded meetings ~~and~~; compensating for participation in surveys and interviews by members of the public; and compensating Community Based Organizations (CBO) directly to encourage participation in PSRC outreach.

### Definitions

Focus Group and Community Meeting: A small group of people that meet for a limited period of time to participate in a guided discussion, providing insights on a policy, product, strategy, etc., either in-person or virtually. This type of group is used to understand different perspectives and priorities that may affect a project scope or get feedback on draft proposals or direction at any time throughout a project. These groups typically meet for 1-2 hours per session, one or more times as needed.

Committee and Working Group: Both are long-standing groups of people representing the perspectives of jurisdictions or interest groups, appointed by the agency to discuss key issues, make recommendations, and/or complete tasks concerning a particular subject. Working groups tend to meet for 1-2 hours per session over a 6-to-18-month period of time and generally require prep and post-meeting follow up time. Committee groups meet for 1-2 hours per session, but over a longer 1-3-year period of time and usually require participation by subject matter experts and jurisdictions, also requiring prep and post-meeting follow up time. A Committee can also be a permanent standing group that works with and advises PSRC.

Community Based Organization (CBO) refers to an organization aimed at making desired improvements to a community's social health, well-being, and overall functioning. Community organization occurs in geographically, psychosocially, culturally, spiritually, and digitally bounded communities. CBOs work closely with the community and are better able to identify the needs of the residents. An eligible CBO will be a private non-profit 501(c)3 organization which is representative of a community or significant segments of a community and which provides educational or other related basic human services to individuals in the community.

Survey: A questionnaire used to inform a project, generally multiple choice and/or short answer and distributed by email, phone, in-person or mail with participants typically selected at random based on their address or demographics.

Interview: A one-on-one telephone, virtual, or in-person meeting, sometimes as follow-up to a survey, to solicit detailed information, clarify data or community perspectives, or obtain feedback on a process.

### Policy

Focus Groups, Working Groups and Committees:

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Members of focus groups/committees who are not already being compensated by their employers or other organizations for participating in PSRC-funded meetings may be compensated for attending group meetings. If an alternate is attending a meeting in place of a committee member, the alternate is also eligible for compensation. The compensation rate structure is set by PSRC based in part on its review of focus group/committee compensation paid by other peer metropolitan planning organizations (MPOs), member jurisdictions, and partner organizations. The compensation rate structure will be subjected to periodic evaluation, at the discretion of PSRC. At the discretion of PSRC, adjustments may be made to the set compensation rate per meeting, based on amount of time required and/or level of effort.

#### Surveys and Interviews:

Members of the public may also be compensated or entered into a lottery for taking a survey or participating in an interview.

#### Community Based Organizations:

CBOs may be compensated directly to encourage responses to PSRC outreach efforts. Outreach efforts can be one or more of the defined outreach efforts definitions outlined earlier.

The compensation rate structure is set and adjusted by PSRC based on market rates (what other agencies are paying for a similarly sized survey/interview) for time and level of effort. The Outreach Compensation Cost Estimate Form will be used for every new public outreach effort that includes compensation.

#### **Procedures**

Committees and Community Meetings, Some Focus and Work Groups (that may exceed \$600/participant/calendar year):

##### 1. Member's Questionnaire

Each member of the focus group/working group/committee must fill out the Member Questionnaire, on an annual basis. The Member Questionnaire is required to be updated when personal information changes. The Member Questionnaire form is available on Grapevine.

Members of focus group/working groups/committees must disclose in the Member Questionnaire if they are being compensated by their employer for preparing for and attending the meeting(s).

The Member Questionnaire will be distributed by PSRC staff to the participant, as needed, and must be submitted to PSRC's Finance department for processing, email to [finance@psrc.org](mailto:finance@psrc.org).

##### 2. Attendance

Regular attendance in focus groups/working groups/committee meetings is required for the member's compensation. Attendance must be recorded by the focus group/working group/committee facilitator and provided to PSRC's Finance Department within 30 days

after each meeting. Participants must stay for at least 75% of the meeting to be compensated. The record of attendance will serve as support for processing compensation to members. Consultants must provide a matching record (IE: proof of attendance and/or participation in addition to payment receipt) to be reimbursed. A sample attendance sheet is available on Grapevine. PSRC staff will distribute the attendance form to participants and/or consultants, as needed, and must be submitted to PSRC's Finance department for processing, email to [finance@psrc.org](mailto:finance@psrc.org).

### 3. Compensation

PSRC's Finance Department is responsible for calculating the total compensation per member based on the current compensation rate structure. This task can be delegated to a consultant. The Compensation Schedule will be the current standard compensation per meeting and any adjustment based on anticipated unusual time commitment for a particular meeting. The Compensation Schedule shall be communicated to each focus group/working group/committee facilitator two weeks prior to the schedule of meeting, as the schedule allows.

PSRC's Finance department, or the consultant, is responsible for the processing of checks, or online payments (i.e. PayPal, Venmo) for the member's compensation in accordance with its accounts payable policy and procedures. If reimbursed by check, it will be mailed to the participant's address provided on the member's questionnaire.

#### Surveys, Interviews, and Focus Groups (not to exceed \$600/participant/calendar year):

##### 1. Compensation

Surveys, Focus Groups, and/or interviews may be eligible to receive compensation using check, online payment (i.e. PayPal, Venmo), or gift card based on the current compensation rate structure and adjusted for time and effort as applicable.

PSRC will not keep stock of any gift cards under any circumstances. If gift cards are used as compensation, the consultant will furnish and safeguard the cards and issue them as appropriate. Proof of purchase and delivery to recipient is required for reimbursement to consultant.

#### Community Based Organizations

##### 1. Compensation

Payment will be made via check to the organization upon receipt of an invoice for the services provided. Services provided can be time spent working with PSRC staff, either in person, via phone, virtually, or any combination.

PSRC will use the Compensation Rate Structure to determine a fair and reasonable hourly rate.

#### **Compensation Rate Structure**

The Compensation Rate Structure will be reevaluated periodically and compared to market rates. See Finance for further details. Compensation will be determined by examining what has been done in the past and compared to 2-3 current rates by

organizations performing similar work. The Compensation Cost Estimate Form will need to be submitted to Finance prior to the start of the project. PSRC staff, or consultant, may complete the form and supporting details. These rates will be reviewed by Finance to determine reasonability.

Revisions to Policy:

Minor revisions to this policy may be performed administratively. Minor revisions include but are not limited to: Compensation Rate Structure, delivery method of payment as new services become available.

This policy will be brought to the Operations Committee every 3 years for review. Next review will be in 202~~5~~4.

## References

### § 200.422 Advisory councils

Costs incurred by advisory councils or committees are unallowable unless authorized by statute, the [Federal awarding agency](#) or as an indirect cost where allocable to Federal awards. See § 200.444, applicable to States, local governments, and Indian tribes.



## Puget Sound Regional Council

### CONSENT AGENDA

April 21, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Contract Authority for Consultant Services for a Housing Survey**

### IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000. A request is being made to authorize a consultant contract to conduct a public opinion poll in support of the Regional Housing Strategy and implementation of VISION 2050.

### RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter a consultant contract for public opinion polling related to the Regional Housing Strategy. The total budget for this consultant work is not to exceed \$254,100.

### BUDGET IMPACT

The adopted Biennial Budget and Work Program for Fiscal Years 2022-2023 includes funding for this project up to \$150,000. The Washington Department of Commerce has expressed interest in supplementing the project to acquire state-wide data. PSRC total budget for this work would not exceed \$135,300. With state participation, the total budget for this consulting work is not to exceed \$254,100.

### DISCUSSION

Housing access and affordability was identified as a regional priority in VISION 2050, leading to development of a Regional Housing Strategy. This consultant assistance will conduct a statistically valid public opinion poll to better understand public interest and

support for implementation of the Regional Housing Strategy. The intent is to collect sample data sufficient to look at the region as a whole and major subareas as well as to assess demographic differences. Survey results will aid PSRC in development of housing strategies and provide useful information to local governments as they update the housing elements of their comprehensive plans.

The public opinion poll may be conducted in coordination with the state Department of Commerce to collect and assess statewide data in addition to data sampling specific to the Puget Sound region. Commerce funding to PSRC would be provided for costs beyond the Puget Sound region, subject to an agreement with Commerce.

This work is anticipated to be completed this summer and fall. For more information, please contact Paul Inghram at (206) 464-7549 or [pinghram@psrc.org](mailto:pinghram@psrc.org) or Laura Benjamin at [lbenjamin@psrc.org](mailto:lbenjamin@psrc.org).



## Puget Sound Regional Council

### CONSENT AGENDA

April 21, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)**

### IN BRIEF

Two agencies submitted five projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local and federal funding through various funding processes such as the Federal Transit Administration's Passenger Ferry Grant Program. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan. At its meeting on April 14, the Transportation Policy Board recommended adoption of the amendment.

### RECOMMENDED ACTION

The Executive Board should adopt an amendment to the 2021-2024 Regional TIP to include the projects as shown in Exhibit A.

### DISCUSSION

Under the Bipartisan Infrastructure Law, PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), Bus and Bus Facilities Formula (5339), and Enhanced Mobility of Seniors and Individuals with Disabilities (5310).



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**

Detailed below are requests from King County Metro for modifications to PSRC's 2022 FTA funds for this amendment. The modifications were found to be consistent with PSRC's project tracking policies and were reviewed and recommended by the Transportation Operations Committee (TOC) at its March 23, 2022 meeting.

Due to pandemic related revenue losses and service cuts, King County no longer needs to purchase additional buses, and is reducing the "Bus Replacements 2021-2022" project scope to approximately eighteen vehicles. PSRC 2022 FTA funds are requested to be distributed from this project to four other projects, as shown in the table

below. The scopes of the receiving projects will not change with this request; the federal funds will either replace existing local funds or offset increased costs.

<b>Project Title</b>	<b>FFY 2022 FTA Funds</b>	<b>Current</b>	<b>Final</b>
Bus Replacements 2021-2022	5307 Earned Share	\$35,646,135	\$4,897,618
	5307 Preservation Set-aside	\$5,298,616	\$0
	5337 Earned Share	\$7,581,876	\$0
Metro Base Facilities HVAC Replacements	5307 Earned Share	\$0	\$10,800,000
Interim Base Battery Electric Bus Charging Depot	5307 Earned Share	\$0	\$5,291,424
KCM Sound Transit Link Passenger Improvements	5307 Earned Share	\$0	\$3,800,000
Vehicle, Equipment and Facilities Maintenance 2021-2024	5307 Earned Share	\$0	\$10,857,093
	5307 Preservation Set-aside	\$0	\$5,298,616
	5337 Earned Share	\$0	\$7,581,876
<b>TOTAL:</b>		<b>\$48,526,627</b>	<b>\$48,526,627</b>

### Federal Fund Source Descriptions

The following federal funding sources are referenced in Exhibit A.

- 5307 Federal Transit Administration Urbanized Area Formula Program, distributed through PSRC.
- 5307(h) Federal Transit Administration Passenger Ferry Grant Program, competitively distributed to projects in urbanized areas.
- 5337 Federal Transit Administration State of Good Repair Program, distributed through PSRC.

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

Attachments:  
Exhibit A

Month: April  
Year: 2022

Project(s) Proposed for  
Routine Amendment to 2021-2024 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)	<b>Interim Base Battery Electric Bus Charging Depot</b>	\$5,291,424	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Existing project redistributing funds from MET-222: Bus Replacements 2021-2022 to the preliminary engineering phase designing charging infrastructure to support operations of up to 105 Battery Electric Buses (BEB).	\$5,291,424	Total			
2. King County Department of Transportation (Transit)	<b>KCM Sound Transit Link Passenger Improvements</b>	\$3,800,000	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Existing project redistributing funds from MET-222: Bus Replacements 2021-2022 to the construction phase building new or relocated Metro bus stops, shelters, benches, lighting, real-time bus arrival information, and wayfinding signs adjacent to Sound Transit (ST) East Link stations, Downtown Redmond Link Extension stations, and the ST Lynnwood Link Extension stations.	\$3,800,000	Total			
3. King County Department of Transportation (Transit)	<b>Metro Base Facilities HVAC Replacements</b>	\$10,800,000	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Existing project redistributing funds from MET-222: Bus Replacements 2021-2022 replacing multiple HVAC system components at 1) Metro's South Base Component Supply Center, South Base Vehicle Maintenance and South Base Facilities Maintenance buildings; and 2) Metro's East Base Operations building. This is a multi-year project and the programming reflects the funds available within the span of the current TIP.	\$10,800,000	Total			

Attachment: Exhibit A (3403 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
4. King County Department of Transportation (Transit)	<b>Vehicle, Equipment and Facilities Maintenance 2021-2024</b>	\$16,155,709	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$7,581,876				
		\$5,934,396				
		\$29,671,981				
	Existing project redistributing funds from MET-222: Bus Replacements 2021-2022 to the other phase. This is a TIP bucket project that contains King County Metro Transit's FTA funded preventative maintenance of transit-related vehicles, equipment and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 1,500 buses, vanpool fleet, electric trolley infrastructure (70 miles of overhead wire) and seven operating bases and other facilities that are necessary for the maintenance and operations of Metro service. The primary use of the funds is for staff costs for Preventive Maintenance activities on buses. Depending on the amount of federal funds programmed, the federal amount could represent from 10 to 45 percent of the annual budget for this activity. The project includes PSRC FTA funds already expended or scheduled to be expended over the span of FFYs 2021-2024.					
5. Kitsap County	<b>Local Electric Passenger Only Ferry</b>	\$7,700,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,680,000				
		\$10,380,000				
	New project programming a construction phase replacing an aged diesel vessel with a new environmentally beneficial battery-electric passenger-only ferry and necessary charging infrastructure to carry passengers across Sinclair Inlet, between Port Orchard and Bremerton.					



## Puget Sound Regional Council

### CONSENT AGENDA

April 21, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Approve Allocation of Unprogrammed 2022 FTA Earned Share Funding to King County**

### IN BRIEF

King County Metro requests to allocate \$9,501,611 in previously unprogrammed 2022 FTA 5337 High-Intensity Fixed Guideway (HIFG) funds to five existing projects, as 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. The request was reviewed and recommended by the Transportation Operations Committee (TOC) at its March 23, 2022 meeting. At its meeting on April 14, the Transportation Policy Board recommended approval of the request.

### RECOMMENDED ACTION

The Executive Board should approve the allocation of 2022 FTA 5337 HIFG funding to the five King County Metro projects, as identified below.

### DISCUSSION

King County Metro requests to allocate \$9,501,611 in previously unprogrammed Seattle-Tacoma Everett Urbanized Area 2022 FTA 5337 HIFG funds to five existing projects as identified in the table below:

Project Title	Proposed Allocation
Atlantic Base Pavement Replacement	\$5,628,894
Replacement of Overhead Trolley Infrastructure 2021-2022	\$1,619,616

Project Title	Proposed Allocation
Atlantic Base Vehicle Maintenance Bus Lifts	\$500,000
Trolley System Infrastructure SGR Master Drawing	\$653,101
Atlantic Base Wash Equipment Replace	\$1,100,000
TOTAL:	\$9,501,611

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 did not program these funds to projects as part of that process because at that time the agency did not have enough projects that were eligible to use their full estimated allocation of 5337 HIFG funding.

The scopes of the projects receiving additional 5337 HIFG funds will not change. The additional funding is needed to offset increases in project expenses for four of the five projects; for the Atlantic Base Vehicle Maintenance Bus Lifts project, the project budget will be reduced by an equal amount of local funds. As existing projects, all five 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](mailto:sgutschow@psrc.org).



## Puget Sound Regional Council

### CONSENT AGENDA

April 21, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Approve 2022 Project Extension Requests**

### IN BRIEF

PSRC's adopted project tracking policies include a provision that allows sponsors of projects with PSRC's Federal Highway Administration (FHWA) funds to request a one-time extension. The requests for extensions of projects with 2022 FHWA funds have been reviewed and are recommended for approval. At its meeting on April 14, the Transportation Policy Board recommended Executive Board approval.

### RECOMMENDED ACTION

The Executive Board should approve the 2022 extension requests, as shown in Attachment 1.

### DISCUSSION

PSRC's adopted project tracking policies are designed to ensure the timely use of PSRC funds and to increase the delivery of transportation investments that support the region's long-range plans. The project tracking system has been successful at keeping projects moving forward while effectively utilizing PSRC's federal funds. In addition, since 2013 the policies have been successful in ensuring the region meets the required annual delivery target for PSRC's FHWA funds.

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



This provision has varied over the years to establish guidelines for allowable reasons for delays and the time allowed for the extension.

Last revised in January 2020, the [policies](#) allow sponsors to request one of two possible extensions. The first provides a 45-day extension to allow for those projects that need a bit more time past the original June 1 deadline but do not need until the end of the calendar year to deliver. These extensions would remain within the current fiscal year and minimize any impact to the delivery target. The second extension allows more time for those projects that are facing a greater delay, outside of the reasons noted in the policies for which an extension would not be granted. These projects would receive a one-year extension that requires approval by PSRC's boards.

PSRC staff has reviewed the requested extensions in collaboration with the Washington State Department of Transportation and the chairs of the Regional Project Evaluation Committee and the four countywide transportation forums. The one-year extension requests, as identified in Attachment 1, are recommended for approval.

For more information, please contact Jennifer Barnes at (206) 389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org), or Kalon Thomas at (206) 389-2877, [kthomas@psrc.org](mailto:kthomas@psrc.org).

Attachments:

1 - 2022 FHWA Project Extension Requests

## Attachment 1: 2022 FHWA Project Extension Requests

1-Year Extensions				
Sponsor	Project Title	Award Amount	Phase	Reason for Delay
Bainbridge Island	Madison Avenue Sidewalks	\$1,410,000	Construction	Expanding scope and combining projects to leverage resources and economies of scale.
Bremerton	Washington & 11th Improvements	\$3,654,625	Construction	Design changes required due to community input.
Kirkland	124th Avenue NE Roadway Improvements & NE 124th Street/124th Avenue NE/Totem Lake	\$3,892,500	Construction	Right of way and court scheduling delays.
Kitsap County	National STEM School	\$1,848,752	Construction	New federal stormwater guidance and requirements.
Monroe	179th Ave Sidewalk - 154th St to 157th Pl	\$561,450	Construction	Two phases awarded in the same year; unable to complete all prerequisites for construction within the same year.
Mountlake Terrace	Main Street Reconstruction	\$2,000,000	Construction	COVID impacts to small jurisdiction with limited resources, affecting both staffing and logistical support to complete right of way milestones.
Seattle	11th Ave NE Preservation	\$1,400,000	Construction	Project was originally coordinated with Metro RapidRide project that was impacted due to COVID impacts on revenues and service; project now moving forward as a stand-alone project.
Stanwood	Viking Way Phase 2	\$259,500	Right of Way	New environmental requirements impacting NEPA schedule.
University Place	35th Street Phase 1	\$1,955,000	Construction	Delays in right of way property negotiations.
		<b>TOTAL:</b>	<b>\$16,981,827</b>	

45-Day Extensions (information only)			
Sponsor	Project Title	Award Amount	Phase
Dupont	Center Drive Overlay Phase 6	\$558,152	Construction
Edmonds	76th Ave. W Overlay from 196th St. SW / SR-524 to Olympic View Dr.	\$540,000	Construction
Everett	Fleming St. Bicycle Corridor	\$595,000	Construction
Lynnwood	Scriber Creek Trail	\$1,000,000	Construction
Tacoma	I Street Overlay	\$652,000	Construction
		<b>TOTAL:</b>	<b>\$3,345,152</b>



## Puget Sound Regional Council

### CONSENT AGENDA

April 21, 2022

**To:** Executive Board

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

**Subject:** **Approve Certification of Canyon Park RGC Subarea Plan**

### IN BRIEF

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the subarea plan for the Canyon Park regional growth center. The certification report (Attachment A) describes how the plan meets applicable requirements.

### RECOMMENDED ACTION

The Executive Board should certify that the Canyon Park Regional Growth Center subarea plan addresses planning expectations for regional growth centers.

### DISCUSSION

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

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

and Plan Review Process call for PSRC to review and certify subarea plans of jurisdictions with designated regional centers.<sup>1</sup>

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

The Canyon Park regional growth center is located in the Snohomish County portion of Bothell and was designated by PSRC in 1995. The subarea plan seeks to leverage regional transit investments to continue developing a multifaceted neighborhood with a diverse mix of housing, office, retail, and public space. The subarea plan includes an amendment to the center boundary to remove natural areas and include nearby activity centers.

PSRC staff reviewed the subarea plan and find that it addresses the planning expectations for regional centers. PSRC staff coordinated with city staff in the review of the plan and drafting of the certification report. The Regional Centers Framework (2018) calls for review of centers and center planning again in 2025, and PSRC may provide additional comments or guidance for center planning as part of that work.

For more information, contact Maggie Moore, Senior Planner, at 206-464-6171 or [mmoore@psrc.org](mailto:mmoore@psrc.org).

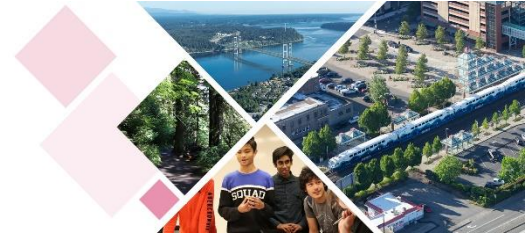
Attachments:

A - Canyon Park RGC Subarea Certification Report

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

# REGIONAL GROWTH CENTER PLAN REVIEW CERTIFICATION REPORT



## CITY OF BOTHELL, CANYON PARK SUBAREA PLAN

MARCH 31, 2022

### CANYON PARK SUBAREA PLAN

The Canyon Park Regional Growth Center is located in the Snohomish County portion of Bothell and was designated as a regional growth center by PSRC in 1995. The subarea plan seeks to leverage regional transit investments to continue developing a multifaceted neighborhood with a diverse mix of housing, office, retail, and public space. The subarea plan includes an amendment to the center boundary to remove natural areas from and include nearby activity centers. This reduces the overall center size by 93 acres meeting PSRC's maximum size recommendation of 640 acres for urban centers.

### REGIONAL CENTERS CERTIFICATION

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

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

### CERTIFICATION RECOMMENDATION

Staff reviewed the subarea plan and found that the plan is consistent with the VISION Consistency Tool for Regional Growth Center Plans. The following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

**The Puget Sound Regional Council certifies that the Canyon Park Subarea Plan addresses planning expectations for regional growth centers.**

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

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

## REVIEW OF REGIONAL GROWTH CENTER PLANNING

### BACKGROUND

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

### Center Plan Concept (Vision)/Regional Collaboration

#### SCOPE OF REVIEW

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

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

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

**A market analysis** of the center's development potential.

**Equitable engagement process** with community and relevant stakeholders.

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

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

**Prioritization of local investments** in the center.

#### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses the center concept provisions of the VISION Consistency Tool. Highlights include:

- ☒ The plan envisions the center as an economic driver for the region with a diverse mix of uses serving both residents from Bothell and members of the larger region.
- ☒ The innovative community engagement process conducted with a student group from UW Bothell to engage with small business owners and cultural anchors in the city strengthens the work on affordable commercial spaces.
- ☒ The plan assesses the market potential of the center and includes policies to support economic growth.

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional centers expectations on center concept.

## Environment and Climate Change

### SCOPE OF REVIEW

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

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

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses the environment and climate change provisions of the VISION Consistency Tool. Highlights include:

- ☒ The plan includes strategies to protect, restore, and enhance wetlands throughout the center. Highlighting the North Creek Trail as an amenity will preserve this natural resource as development occurs.
- ☒ The plan recognizes the role of land use and development on greenhouse gas emissions. It calls for the application of building design standards to reduce emissions and encourage energy and water efficient development.
- ☒ The plan includes “through-block connections” that will be applied to site plan applications as proposed development occurs. These include alley design, woonerf, and landscaped and urban-passage ways intended to facilitate multimodal transportation methods through the center.

### DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments through future amendments or implementation steps for the Canyon Park Subarea Plan or Comprehensive Plan:

- ☐ Encouraging multimodal transportation methods, such as electric bikes and scooters, provides multiple ways for employees, residents, and visitors to get around. Identifying additional implementation steps for expanding charging infrastructure will be important for expanding electric transportation modes and supporting more opportunities for transportation options.

## Land Use/Development Patterns

### SCOPE OF REVIEW

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

- Defined boundaries and shape for the center** that are compact and easily walkable. Residential and employment growth targets that accommodate a significant share of the jurisdiction’s growth, as well as residential densities and building intensities with capacity to accommodate these levels of growth.
- Mix, distribution and location of existing and future land uses** described and mapped. Encourage a mix of complementary uses.



**Design standards** for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit.

**Center's role in achieving VISION 2050's goal** of attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit station areas

#### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses the land use/development pattern provisions of the VISION Consistency Tool. Highlights include:

- ☒ Thoughtful land use planning and zoning code amendments support the transition of Canyon Park from an auto-oriented center to a place with nodes of walkable, transit-oriented mixed-use development and employment.
- ☒ The updated growth targets, along with the reduced center boundary, in the plan are consistent with criteria for Urban Regional Growth Centers in the Regional Centers Framework.

#### DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments through future amendments or implementation steps for the Canyon Park Subarea Plan or Comprehensive Plan:

- ☐ It is great to see the city working with both King and Snohomish counties on growth targets. It will be important for Bothell to update growth targets for the regional growth center when local comprehensive plan is updated in 2024. Updating center growth targets is an important step in the planning process and should be done early to inform policy decisions on how to accommodate additional growth. Updated center growth targets should be consistent with the city's overall targets and demonstrate that a significant share of growth is being accommodated in the center.

## Housing

#### SCOPE OF REVIEW

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

**Existing and targeted housing units** by type, affordability, and special needs housing.

**Tailored provisions for a variety of housing types, affordable housing, and special housing needs.**

**Implementation strategies** for addressing housing targets and goals.

**Reduce the risk** of residential displacement.

#### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses many of the economic provisions of the VISION Consistency Tool. Highlights include:

- ☒ The plan promotes the development of a diverse range of market rate and affordable housing that will help the center develop more housing to develop into the mixed-use center that supports regional goals.
- ☒ The plan includes strategies, such as mandatory affordability requirements, to meet housing affordability needs.

#### DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments through future amendments or implementation steps for the Regional Manufacturing/Industrial Center Subarea Plan or Comprehensive Plan:

- ☐ The [Regional Centers Framework](#) requires that all regional growth centers have a goal for a minimum of at least 15% planned residential activity in the center to ensure a healthy mix of uses. Canyon Park is primarily an employment center today, but the plan identifies strategies to encourage more residential development

over time. The city should aggressively promote housing to work towards achieving this residential development as part of the implementation of the Canyon Park Subarea Plan to ensure a center with mixed uses.

- Although there not a significant residential population in the center today, it will still be important for the city to consider residential displacement as the center continues to grow over the 20-year timeframe of the plan. The work the city has put into developing anti-displacement strategies for local immigrant and BIPOC businesses is a great model for developing future anti-displacement housing strategies.

## Economy

### SCOPE OF REVIEW

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

**Key sectors and industry clusters** in the center.

**Reduce the risk** of commercial displacement.

**Expand access** to economic opportunity.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses many of the economic provisions of the VISION Consistency Tool. Highlights include:

- ☑ The emphasis on retaining affordable and flexible commercial spaces in the center demonstrates the city's commitment to expanding access to opportunity for individuals who own or work at businesses of different sizes.
- ☑ Action to help prevent commercial displacement as the center redevelops are innovative, and PSRC looks forward to the city's equity analysis to inform implementation of anti-displacement strategies.

### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional centers expectations on the economy.

## Transportation

### SCOPE OF REVIEW

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

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

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

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

**Context-sensitive design** provisions for transportation facilities.

**Environmentally friendly street treatments** (green streets).

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

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

**Mode-split goals.**

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses many of the transportation provisions of the VISION Consistency Tool. Highlights include:

- ☒ Investments in transit, pedestrian and bicycle systems, and mixed-use development increase transportation options and help the city achieve the center's mode split goal for 2044.
- ☒ Coordination between the city, Sound Transit, and Community Transit as regional investments in bus rapid transit have potential to significantly increase transportation options for residents, commuters, and visitors to the center

### Discussion: Areas for Further Work

The certification review did not identify any major areas for improvement of the plan to better align with regional centers expectations on transportation.

## Public Services

### SCOPE OF REVIEW

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

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

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses many of the public service provisions of the VISION Consistency Tool. Highlights include:

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

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with center planning expectations on public services.

## Conclusion and Next Steps

PSRC thanks the city for working through the plan review and certification process for the center plan. The Canyon Park Subarea Plan effectively address the requirements of the VISION Consistency Tool for Regional Growth Center Plans, demonstrating consistency with VISION 2050, and is recommended for certification. The adopted Regional Centers Framework calls for the review of centers and center plans following the adoption of local plan updates. In 2025, PSRC review will ensure that center plans, center growth targets, and local comprehensive plans have been updated consistent with VISION 2050 and the Regional Centers Framework.

For additional information regarding this certification report, please contact Maggie Moore at [mmoore@psrc.org](mailto:mmoore@psrc.org).



## Puget Sound Regional Council

### CONSENT AGENDA

April 21, 2022

**To:** Executive Board

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

**Subject:** **Approve Certification of Snohomish County Countywide Planning Policies**

### IN BRIEF

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the countywide planning policies for Snohomish County. The certification report (Attachment A) describes how the policies meets applicable requirements.

### RECOMMENDED ACTION

The Executive Board should certify that the Countywide Planning Policies for Snohomish County are consistent with the multicounty planning policies and the regional transportation plan.

### DISCUSSION

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

VISION 2050, the region's long-range plan for growth, calls for countywide planning policies (CPPs) to be updated to address the multicounty planning policies included in VISION 2050 (MPP-RC-13). The adopted 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).

Snohomish County adopted a major update to the CPPs in September 2021 (Ordinance 21-059). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Plan in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Snohomish County and its cities. Notable changes to the policies include direction, across all chapters, to incorporate equity considerations into local comprehensive plans and jurisdictional decision-making. In February 2022, the county adopted 2044 growth targets (Ordinance 22-003) as an appendix to the CPPs to support the 2024 comprehensive plan updates and implement the VISION 2050 Regional Growth Strategy.

The Snohomish County CPPs were updated using the Snohomish County Tomorrow (SCT) planning framework. The CPP Subcommittee consisted of planning staff from SCT jurisdictions, regional and state agencies, and tribes. Following adoption, Snohomish County staff completed the PSRC consistency tool for countywide planning policies and submitted the reporting tool along with a completed set of CPPs.

PSRC staff reviewed the CPPs and find the policies address the multicounty planning policies and the Regional Transportation Plan. PSRC staff coordinated with county staff in the review of the plan and drafting of the certification report.

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

Attachments:

A: Snohomish County CPP Certification Report

# COUNTYWIDE PLANNING POLICIES PLAN REVIEW CERTIFICATION REPORT



## SNOHOMISH COUNTY

MARCH 31, 2022

### BACKGROUND

Snohomish County adopted a major update to the Countywide Planning Policies (CPPS) in September 2021 (Ordinance 21-059). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Plan in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Snohomish County and its cities. Notable changes to the policies include direction, across all chapters, to incorporate equity considerations into local comprehensive plans and jurisdictional decision-making. In February 2022, the county adopted 2044 growth targets (Ordinance 22-003) as an appendix to the CPPs to support the 2024 comprehensive plan updates and implement the VISION 2050 Regional Growth Strategy.

The Snohomish County CPPs were updated using the Snohomish County Tomorrow (SCT) planning framework. The CPP Subcommittee consisted of planning staff from SCT jurisdictions, regional and state agencies, and tribes. Following adoption, Snohomish County staff completed the PSRC consistency tool for countywide planning policies and submitted the reporting tool along with a completed set of CPPs.

### COUNTYWIDE PLANNING POLICIES CERTIFICATION

VISION 2050, the region's long-range plan for growth, calls for countywide planning policies to be updated to address the multicounty planning policies included in VISION 2050 (MPP-RC-13). The adopted 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 county staff and reviewed information provided by county staff to prepare this report.

### CERTIFICATION RECOMMENDATION

Staff reviewed the countywide planning policies and found that the policies are consistent with the VISION 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 Snohomish County are consistent with the 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 highlights exemplary provisions of 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 for consistency with the VISION 2050 Consistency Tool for Countywide Planning Policies. The review contained in this section follows the format and content established in this 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

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

- 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.

#### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the regional coordination provisions of the VISION Consistency Tool. Highlights include:

- ☒ A robust set of policies emphasizing joint planning and collaboration between the cities and the county. (JP-1 – 7)
- ☒ New policies recognizing the importance of working with Tribal governments and military installations. (JP 6 – 7)
- ☒ Significant focus to incorporate equity and inclusion provisions into the CPPs. New policies and updated goals throughout all topic chapters were added to address all aspects of racial equity and support local implementation.

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on collaboration.



## Regional Growth Strategy

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

**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.

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the Regional Growth Strategy provisions of the VISION Consistency Tool. Highlights include:

- ☒ Adopted growth targets consistent with the Regional Growth Strategy, supporting significant growth in Metro and Core cities and reducing the rate of rural growth over time. (Appendix B)
- ☒ Policies seek to ensure the long-term stability of the urban growth area over time (DP-1 – 3)

### DISCUSSION: AREAS FOR FURTHER WORK

The county and cities should address the following comments through future amendments or implementation steps for the countywide planning policies:

- ☐ Snohomish County is commended for a collaborative process to develop growth targets that implement VISION 2050. VISION 2050 states that PSRC will be looking for substantial consistency with adopted growth targets in certification review. It will be critical for jurisdictions to provide capacity and planning to accommodate growth targets in 2024 comprehensive plan updates. PSRC staff is available to provide assistance as local plans are developed.

## Environment

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

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

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

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

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

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

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

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

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses environmental provisions of the VISION Consistency Tool. Highlights include:

- ☒ Policies to support collaborative efforts to enhance the environment, including implementing the Regional Open Space Conservation Plan. (Ev 1 – 3)

- ☑ New policies to reduce and mitigate stormwater impacts and improve water quality. (Ev-7, Ev-8)
- ☑ Policies to reduce light and noise pollution, toxic pesticides, and the spread of invasive species. (Ev 9 – 11)
- ☑ Updated policies to ensure that all residents have equitable access to clean air and water. (Ev-8)

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on the environment.

## Climate Change

#### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

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

#### **Support reducing building energy**

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

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

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

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

#### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses climate change provisions of the VISION Consistency Tool.

Highlights include:

- ☑ Updated policies consider how decisions will impact climate and emission reduction goals. (GF-3)
- ☑ Policies support adopting and implementing actions to achieve emission reduction goals adopted by the Puget Sound Clean Air Agency (CC-1, 6)
- ☑ Expanded policies to reduce carbon and support carbon sequestration with forests, wetlands, farmlands, and estuaries. (CC-4)
- ☑ New policies to plan for adaptation and resilience, focusing on minimizing impacts on highly impacted and vulnerable communities. (CC-5)

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on climate change.

## Land Use/Development Patterns

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

**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.

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the development patterns provisions of the VISION Consistency Tool. Highlights include:

- ☒ Expanded policies on working with tribal governments and addressing encroachments and impacts to culturally-significant sites and reservation lands. (JP-8, DP-37)
- ☒ Policies to encourage transit-oriented development, including planning for growth near high-capacity transit. (DP-18)
- ☒ New policies on reducing disparities, supporting inclusive community planning, and reducing residential displacement. (DP-38, DP-39)
- ☒ Policies to implement the Regional Centers Framework, including detailed criteria and procedures to designate centers and a list of candidate countywide centers. (DP-8, Appendix I)

### DISCUSSION: AREAS FOR FURTHER WORK

The county and cities should address the following comments through future amendments or implementation steps for the Snohomish County countywide planning policies:

- ☐ While the policies address joint planning and the process to affiliate urban unincorporated areas with cities, the countywide planning policies should support proactive, collaborative steps to identify strategies and remove barriers to annexation.

## Housing

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

- 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**.

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the housing provisions of the VISION Consistency Tool. Highlights include:

- ☒ New policies to evaluate and address residential displacement. (HO-5, HO-15)
- ☒ Policies to promote additional housing options in single family zones and moderate density housing. (HO-1, 4)

### DISCUSSION: AREAS FOR FURTHER WORK

The county and cities should address the following comments through future amendments or implementation steps for the Snohomish County countywide planning policies:

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

## Economy

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

- 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.**

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the economy provisions of the VISION Consistency Tool. Highlights include:

- ☒ Policies to expand economic development strategies to support people with historically low or very low access to opportunity. (ED-6)
- ☒ Updated policies to ensure that economic development respects the natural environment and supports sustainability and resilience. (ED-15)
- ☒ New policies that address the potential for commercial displacement. (ED-18)

## DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on the economy.

## Transportation

## SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

**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.

## DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the transportation provisions of the VISION Consistency Tool. Highlights include:

- ☒ Policies to minimize impacts on the natural environment, including reducing stormwater, improving fish passage, and promoting human health. (TR-6)
- ☒ Strategies that reduce emissions committing to climate change, including reducing vehicle miles traveled, encouraging investment in clean energy options, and encouraging alternatives to traveling alone. (TR-16)
- ☒ Support for planning for frequent and successful transit service. (TR-11 – 14, 17)

## DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on transportation.

## Public Services

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

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

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the public services provisions of the VISION Consistency Tool. Highlights include:

- ☒ Policies to promote collaboration on equitable access of public services and facilities for all residents, especially those that are historically underserved. (PS-18)
- ☒ Working with school districts to plan for the siting and improvement of school facilities to meet the current and future community needs. (PS-21)
- ☒ Collaborating for long-term water and utility needs, particularly in the face of climate change (PS-8, 9)

### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on public services.

## Conclusion and Next Steps

PSRC thanks the county and cities for working through the plan review and certification process for the CPPs. The policies effectively address the requirements of the VISION Consistency Tool for Countywide Planning Policies, demonstrating consistency with VISION 2050, and are recommended for certification.

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



## Puget Sound Regional Council

### **CONSENT AGENDA**

April 21, 2022

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Approve 2022 Project Delivery and Supplemental Funding Action**

### **IN BRIEF**

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

Information is provided below on the supplemental funding action required to meet the 2022 delivery target.

### **RECOMMENDED ACTION**

The Executive Board should approve a supplemental funding action to award PSRC's FHWA funds to the list of projects as identified in Attachment 1.

### **DISCUSSION**

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

To recognize the increased emphasis on project delivery, the current project tracking policies provide a firm obligation deadline of June 1<sup>st</sup> of each year, with the possibility of a one-time extension to the next federal fiscal year. In addition, the policies include the prioritized strategies listed below that would be implemented when there are not enough projects able to deliver in a given year, and additional measures need to be taken in order to meet the required annual delivery target. Strategies 1 and 2 work with projects that have already been awarded PSRC funds and can help the region meet the target with no overall increase to funding. When these strategies are exhausted, Strategies 3 through 5 would be implemented as necessary, to award new funds to immediately ready to go projects.

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

As indicated above, to meet the region's 2022 delivery target, a supplemental funding action will be required. Of the projects originally programmed to deliver in 2022, nine projects representing approximately \$17 million requested and are recommended to receive a one-year extension; these projects are included under agenda item 6g. In addition, several projects were canceled or returned funds through the project tracking program, and final allocations came in higher than originally estimated, resulting in a gap of approximately \$22 million to meeting the 2022 delivery target.

Over the last several months, staff has worked through each of the proposed prioritized strategies identified above. Several sponsors were able to assist the region by advancing their projects from later years into 2022, as described under strategy 1 above. No project candidates were available under strategy 2, so sponsors of projects on the adopted contingency list were contacted to determine if their projects were immediately ready to go per strategy 3. Attachment 1 identifies the project recommendations to four immediately ready to go contingency projects, by forum.

Additional action is still needed to achieve the target, so strategy 4 is also being pursued, which increases the federal share of existing 2022 projects. These projects and amounts are also included in Attachment 1. These projects had been awarded PSRC funds previously but can accept an increase in the amount awarded. Per the adopted procedures under this strategy, the amounts recommended are based on a proportional distribution of the remaining amount of funds needed to achieve the delivery target. Also per past practice, a buffer amount is included to mitigate any additional return of funds or canceled projects that may impact delivery totals.



At the April 28<sup>th</sup> meeting, the Executive Board will be asked to approve the supplemental funding action as described in Attachment 1. PSRC will continue to work with all sponsors to ensure the projects are immediately ready to go and can assist the region in meeting the 2022 annual delivery target so that no federal funds are lost to the region.

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

Attachments:

042822\_EB\_Delivery Att 1

## ATTACHMENT 1: RECOMMENDED SUPPLEMENTAL 2022 FHWA FUNDING

**Table 1: Immediately Ready to Go Contingency Projects**

Sponsor	Project Title	Phase	Requested Amount	Score	Recommended Amount	Forum
Orting	Whitehawk Boulevard Extension	Right of Way	\$ 769,850	34	\$ 769,850	Pierce Countywide
Sumner	Main St and Wood Ave Intersection Improvements	Construction	\$ 1,330,000	38	\$ 1,330,000	Pierce Countywide
University Place	Chambers Creek Road Roundabout	Preliminary Engineering / Design	\$ 255,000	38	\$ 255,000	Pierce Countywide
WSDOT	SR 900/68th Ave S Vicinity Pedestrian Safety Phase 2	Construction	\$ 500,000	45	\$ 500,000	King Countywide
<b>TOTAL:</b>					<b>\$ 2,854,850</b>	

**Table 2: Increased Federal Share of Previously Awarded Projects (up to a maximum 45% increase from original award)**

Sponsor	Project Title	Phase	Awarded Amount	Current Federal Share	Recommended Increase	% Increase of Original Award
Community Transit	Swift BRT Orange Line	Other	\$ 7,000,000	58.7%	\$ 3,150,000	45.0%
Community Transit	Transit Revenue Vehicles 2021-2022	Other	\$ 3,200,000	37.0%	\$ 1,440,000	45.0%
Dupont	Center Drive Overlay Phase 6	Construction	\$ 558,152	85.0%	\$ 9,849	1.8%
Edmonds	76th Ave. W Overlay from 196th St. SW / SR-524 to Olympic View Dr.	Construction	\$ 540,000	33.2%	\$ 243,000	45.0%
Edmonds	SR-104 Adaptive System from 226th St. SW to 236th St. SW	Preliminary Engineering / Design	\$ 287,000	70.0%	\$ 67,650	23.6%
Everett	Fleming St. Bicycle Corridor	Construction	\$ 595,000	84.4%	\$ 14,825	2.5%
Federal Way	Adaptive Traffic Signal Control - City Center - Phase 2	Construction	\$ 600,000	85.7%	\$ 5,500	0.9%
Fife	Interurban Trail Extension - Hylebos Creek to Alexander Avenue	Construction	\$ 1,020,531	55.1%	\$ 459,239	45.0%
Kent	South 212th Street Preservation (Green River Bridge to Orillia Rd/Kent City Limits)	Construction	\$ 1,500,000	49.7%	\$ 675,000	45.0%
King County	218th Ave SE Roadway Preservation	Construction	\$ 2,673,000	62.7%	\$ 1,016,734	38.0%
Lakewood	Steilacoom Blvd. - Farwest to Weller	ROW	\$ 935,000	85.0%	\$ 16,500	1.8%
Lynnwood	Scriber Creek Trail	Construction	\$ 1,000,000	12.9%	\$ 450,000	45.0%
Marysville	88th St NE Corridor Improvements	ROW	\$ 1,240,000	41.3%	\$ 558,000	45.0%
Pierce County	Point Fosdick Dr NW	Construction	\$ 750,000	37.9%	\$ 337,500	45.0%

Sponsor	Project Title	Phase	Awarded Amount	Current Federal Share	Recommended Increase	% Increase of Original Award
Pierce County	Strengthening Countywide Mobility with Transportation Demand Management	Planning	\$ 862,113	77.0%	\$ 106,687	12.4%
Pierce Transit	Clean Fuels Bus Replacement/Expansion 2021-2022	Other	\$ 750,000	16.7%	\$ 337,500	45.0%
Pierce Transit	Pacific Avenue/SR 7 BRT Buses	Other	\$ 1,871,113	12.8%	\$ 842,001	45.0%
Pierce Transit	Pacific Avenue/SR 7 BRT Stations	Construction	\$ 2,305,700	80.0%	\$ 187,338	8.1%
Redmond	152nd Avenue Main Street	Construction	\$ 4,250,000	53.1%	\$ 1,912,500	45.0%
Redmond	40th Street Shared Use Path	Construction	\$ 1,200,000	53.1%	\$ 540,000	45.0%
Redmond	90th Street Preservation	Construction	\$ 1,100,000	52.7%	\$ 495,000	45.0%
Redmond	Avondale Road Preservation	Preliminary Engineering / Design	\$ 266,000	81.8%	\$ 15,125	5.7%
Renton	Rainier Ave S Corridor Improvements - Phase 4	Construction	\$ 9,293,000	52.2%	\$ 4,181,850	45.0%
Seattle	East Marginal Way Heavy Haul Corridor Improvements North Segment	Construction	\$ 2,000,000	5.8%	\$ 900,000	45.0%
Seattle	Fairview Ave N Multimodal Improvements	Construction	\$ 4,030,400	62.8%	\$ 1,523,246	37.8%
Seattle	MLK Jr. Way S Protected Bike Lanes - Rainier Ave S to S Judkins St	Construction	\$ 1,800,000	26.5%	\$ 810,000	45.0%
Seattle	Northgate to Downtown Transit Improvements	Preliminary Engineering / Design	\$ 1,000,000	33.3%	\$ 450,000	45.0%
Seattle	Transportation Demand Management and Wayfinding Expansion	Preliminary Engineering / Design	\$ 210,000	86.0%	\$ 1,221	0.6%
Snohomish	North Bickford Avenue Overlay	Preliminary Engineering / Design	\$ 14,288	71.4%	\$ 3,012	21.1%
Snohomish	North Bickford Avenue Overlay	Construction	\$ 371,504	71.4%	\$ 78,310	21.1%
Steilacoom	Rainier St. Preservation Project	Construction	\$ 679,770	70.0%	\$ 160,232	23.6%
Steilacoom	Rigney Rd. Non-motorized Improvement Project	Construction	\$ 801,300	59.9%	\$ 355,551	44.4%
Tacoma	Cultural Shift to Active Transportation	Other	\$ 425,000	85.0%	\$ 7,500	1.8%
Tacoma	Freight Modeling and Capital Planning	Planning	\$ 765,000	83.2%	\$ 30,800	4.0%
Tacoma	I Street Overlay	Construction	\$ 652,000	74.9%	\$ 100,550	15.4%
Tacoma	Prairie Line Trail Phase II	Construction	\$ 4,400,000	67.7%	\$ 1,222,500	27.8%
Tacoma	Revitalizing Tacoma's Brewery District with Complete Streets:Phase I	Construction	\$ 1,934,193	85.0%	\$ 34,134	1.8%

Sponsor	Project Title	Phase	Awarded Amount	Current Federal Share	Recommended Increase	% Increase of Original Award
University Place	Chambers Creek Rd/Chambers Lane Phase 1	Construction	\$ 1,823,250	85.0%	\$ 32,175	1.8%
University Place	Grandview Drive Overlay	Preliminary Engineering / Design	\$ 119,000	85.0%	\$ 2,100	1.8%
University Place	Grandview Drive Overlay	Construction	\$ 612,000	85.0%	\$ 10,800	1.8%

**TOTAL: \$ 22,783,928**

**Grand Total: \$ 25,638,778**



## Puget Sound Regional Council

### ACTION ITEM

April 21, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Recommend Adoption of the Regional Transportation Plan to the General Assembly**

### IN BRIEF

The Executive Board has been briefed periodically over the last two years on the development of the draft Regional Transportation Plan. This has included updates on expanded data collection efforts and the development of an existing conditions visualization tool; the key policy focus areas identified by the Transportation Policy Board; the plan's financial strategy; plan performance and outcomes; and the significant stakeholder and public outreach and engagement conducted throughout plan development.

After review of the draft plan, public comments, and a series of proposed amendments, the Transportation Policy Board unanimously has recommended adoption of an amended Regional Transportation Plan. At the April 28 meeting, the Executive Board will be asked to recommend adoption of the plan to the General Assembly.

### ACTION

The Executive Board should recommend adoption of the Regional Transportation Plan, as amended, to the General Assembly.

### DISCUSSION

The Transportation Policy Board has been engaged in the development of the Regional Transportation Plan (RTP) since early 2020. Work conducted over the last two years has included extensive data collection efforts and the development of a transportation system visualization tool, as well as in-depth discussions on six key

policy focus areas: **safety, equity, access to transit, climate, local needs and future visioning of the system.** The board has been briefed on the significant public outreach process which has informed the plan, as well as the work to refine the plan's financial strategy and update revenues and expenditures out to 2050. The board has also been briefed on the analysis results of the plan against key performance measures.

As a reminder, the RTP - required to be updated every four years – responds to the priorities and growth strategy identified in VISION 2050. The plan describes how the region will address existing needs and expected growth and improve all aspects of the system for the safe and efficient movement of people and goods. The RTP implements the policies and goals identified in VISION 2050, and given the timeframe there is a unique opportunity to provide robust data and guidance to assist and inform the local planning to be undertaken by cities and counties as they conduct required comprehensive plan periodic updates by the end of 2024.

The draft plan document and all comments received are available on PSRC's website at <https://www.psrc.org/our-work/rtp>. In March and April, the Transportation Policy Board reviewed public comments and board member proposed amendments to the plan, with the goal of strengthening the plan language, recommendations, and future work both for PSRC and its member jurisdictions. At the April 14 meeting, the Transportation Policy Board took action on a series of proposed amendments and recommended approval of the plan as amended to the Executive Board.

On April 19, the Executive Board was sent a brief [overview](#) of the draft RTP; the series of amendments acted upon by the Transportation Policy Board with a [crosswalk](#) to the document; and [a redlined version of the draft RTP](#) implementing those amendments. The Executive Board was asked to review and provide any additional proposed amendments in advance of the April 28 meeting. At that meeting, the board will review any additional amendments and is scheduled to take action to recommend the General Assembly adopt the final plan. Board members were also asked to hold May 12 should an additional meeting be necessary.

Final approval by the General Assembly is scheduled for May 26, 2022. A full redlined version of the final plan will be provided with the General Assembly agenda packet, including all approved amendments, technical corrections, and errata.

### **Additional Background Information**

An addendum to the VISION 2050 Final Supplemental Environmental Impact Statement (SEIS) was prepared to support this action. The analysis shows that the minor changes in the RTP transportation network made since VISION 2050 was adopted are likely to reduce adverse environmental impacts and be within the range of impacts evaluated in the SEIS. No new significant adverse environmental impacts are anticipated from the updated RTP. The addendum can be viewed online at <https://www.psrc.org/our-work/rtp>.

In addition to the extensive outreach conducted over the last two years, including the public comment period that concluded in February, additional outreach and engagement with the Equity Advisory Committee and business and military stakeholders continued through early April. A brief synopsis of their comments on the draft plan is provided below.

### Equity Advisory Committee

The Equity Advisory Committee (EAC) received briefings on the development of the RTP between January and March 2022. These briefings included an overview of the draft plan, outreach and engagement activities, the incorporation of equity in planning and analyses, and specific information on the Coordinated Mobility Plan addressing transportation challenges of individuals due to age, income or ability. At the April meeting, the EAC received a final update on the draft plan and a summary of the feedback provided to date and how it is being addressed moving forward.

Themes from EAC feedback addressed four specific categories:

- **Future Data and Analysis Improvements:** Continue improving performance metrics and monitoring, e.g., to address affordability, COVID-19 impacts, displacement, and travel times and distances.
- **Future Outreach Improvements:** Continue to engage with Tribal partners, make use of videos in multiple languages, consider allowing feedback by text, explore innovations for those without internet/remote capabilities, and encourage transportation service providers to provide additional support for residents with limited English proficiency.
- **Health and Safety:** Feedback specific to the provision of transit includes planning for future COVID-19 variants, strengthening the collaboration with healthcare providers, and noting that transit stations should be more welcoming and provide amenities.
- **Terminology:** Review terms and language used and remove outdated references.

### Business and Military Outreach

PSRC conducted a series of interviews with regional employers, industry groups, chambers of commerce, the military and others to determine priorities for supporting and growing the region's economy and meeting the needs of employers. Through these discussions, stakeholders identified important transportation issues such as ensuring the reliable and efficient movement of goods throughout the region to support regional supply chains and exports. This is particularly important as the central Puget Sound region serves as one of the nation's primary global gateways. To meet these needs, regional infrastructure such as deep-water ports and airports need to have the capacity to accommodate projected demand for cargo and passengers.

Strong support was demonstrated for the preservation of aging infrastructure and ensuring that it is maintained in a state of good repair. Reliable, well-maintained transportation infrastructure is seen as a quality-of-life issue to attract and retain employees, who want certainty in understanding what their transportation options will be. In addition, a plan for addressing the needs of I-5 was identified as a priority, along with finishing the big projects already begun, particularly in key economic corridors.

The region's commitment to an extensive regional transit system is viewed positively by these stakeholders, but they also recognize that not every job can be served by transit. Construction trades and many contract workers have need to travel to different parts of the region and/or to different job sites. Many second shift or overnight workers do not have good transit options in these off-peak periods.

Also noted was how quickly transportation systems and technology are changing, with electric vehicles gaining wider acceptance as costs come down and they become more widely available. Businesses and employers will need to be nimble to adopt new technologies which can also be cost effective for both their operations and employees.

Feedback from military stakeholders contained similar themes, with support for a robust transit system and preservation of the system identified as high priorities. In addition, the complexity of military-owned infrastructure and the relationship to other public infrastructure was indicated. For example, the Strategic Highway System was noted as being critical for broader national security interests. Specific to Joint Base Lewis-McChord, congestion on I-5 and the impacts to travel both to and from the base was identified as a concern. Improvements to access control points into the base were indicated as critical projects that the RTP could help to elevate in importance.

The feedback received from the Equity Advisory Committee and business and military stakeholders will be reflected in the final plan document.

For more information, please contact Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org), or Ben Bakkenta at (206) 971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).





## Puget Sound Regional Council

### INFORMATION ITEM

April 20, 2022

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Regional Equity Strategy 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 beginning the process of 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. It will also provide guidance and training for staff to ensure the agency effectively uses its roles to advance racial equity.

### DISCUSSION

#### **Regional Equity Strategy**

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

#### ***Capacity Building***

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

### ***Data and Research***

- Equity Analyses
- Equity Tracker
- Legacy of Structural Racism Story Map
- Data & Analysis

### ***Community Engagement***

- Equity Advisory Committee
- Anti-Displacement Organizations
- Inclusive Engagement Guidance

### ***Best Practices***

- Equity Planning Resources
- Equity Impact Tool

Staff have engaged with the EAC on two of these resources: Equity Tracker and Inclusive Engagement Guidance.

## **Equity Tracker**

### ***Background***

PSRC is developing an Equity Tracker centered on VISION 2050. It will use a variety of data to paint a broad picture of wellbeing for people of different communities in our region. This public-facing set of tools and resources will track progress on equity-related VISION 2050 goals and policies. It will also allow the public to hold PSRC and others accountable as we work towards a region where race no longer predicts life outcomes and people have improved choices in where they live and how they get around.

### ***Engagement with the Equity Advisory Committee (EAC)***

In the [February EAC meeting](#), PSRC staff introduced the Equity Tracker project to members and engaged with them on its development. Through discussions, questions and answers, and Zoom polls, the committee considered [options for future engagement](#) with the staff project team. Members expressed a desire to learn more about “data, context, and solutions,” the three main components for each life outcome being measured and tracked. With respect to options of involvement in the development process, members identified testing draft products and providing feedback on specific materials through surveys as top choices. Based on this feedback, PSRC staff provided additional details on the data, context, and solutions elements of the Equity Tracker during the April meeting. Staff are currently providing an opportunity for members to examine draft webpages and provide feedback on their experiences using them.

## **Inclusive Engagement Guidance**

### ***Background***

Planners from cities and counties in the region have asked for more resources on conducting equitable engagement for their local comprehensive plan updates. PSRC

staff are developing a guidance document on equitable engagement, with examples from PSRC and the region. The Equitable Engagement Guidance document will highlight four key considerations when conducting community engagement, as well as strategies for their implementation:

- Identify Impacted Communities
- Strategy and Process Development
- Establish Meaningful Relationships
- Remove Barriers to Engagement

### ***Engagement with the Equity Advisory Committee (EAC)***

In the [March EAC meeting](#), PSRC staff introduced the Inclusive Engagement Guidance to members and engaged with them on this resource. A summary of the feedback received for the Committee is listed below. This feedback will be incorporated into the draft Equitable Engagement Guidance document.

- **Updated terminology.** Members expressed interest in updating terminology from “vulnerable populations”. This language has been updated to “impacted communities” in the draft document.
- **Ongoing relationships.** Members noted the importance of establishing relationships with community members to help identify groups, such as individuals that are undocumented and hidden households, that may not be identified in traditional data sources.
- **Establishing level of influence.** Members emphasized the importance of making it clear what authority or impact community members can have on the decision-making.
- **Combining online engagement with in-person techniques.** Members pointed out the limitations that some community members have in participating in online engagement opportunities. Suggestions included using in-person engagement techniques to cement relationships.
- **Hire outreach staff from within communities.** Members highlighted the importance of having community members engage with one another in outreach. Suggestions including hiring consultants from communities that have already established trust with community members.

### **NEXT STEPS**

The next meeting of the Equity Advisory Committee will be held on May 5, 2022. Members will learn about the Comprehensive Plan Update process and Equity Planning Resources, which is another tool in the Regional Equity Strategy.

For more information, please contact Charles Patton at [cpatton@psrc.org](mailto:cpatton@psrc.org).



## Puget Sound Regional Council

### INFORMATION ITEM

April 7, 2022

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **New Employees Status Report**

New employees at PSRC are listed below. Due to the virtual meeting format and time constraints of the meeting, information on the new employees has been included in the memo.

**Doug Cox** - Principal Planner in Transportation Planning Division.

- Doug has a Bachelor of Arts in German Language and Literature from Colorado College and a Master of Urban Planning in Land Use and Transportation from University of Washington.
- Prior to joining PSRC, Doug was a Transportation Planner at the City of Seattle, Island County, and most recently at the Washington State Department of Transportation (WSDOT).

**Bryce Hagan** - Parking Data Collection Intern in Data Department.

- Bryce has a Bachelor of Arts in English Literature and German from University of Texas at San Antonio and is currently pursuing a Master of Library and Information Science degree from University of Washington.
- Prior to joining PSRC, Bryce was a Lead Server at Bitterroot.

**Melissa Hom** - Parking Data Collection Intern in Data Department.

- Melissa has a Bachelor of Arts degree from Northeastern University in Boston, MA and is currently pursuing a Master's degree in Urban Planning University of Washington.
- Melissa was an Education Coordinator at Urban Green Council in New York prior to joining PSRC.

For more information, please contact Thu Le at 206-464-6175 or [tle@psrc.org](mailto:tle@psrc.org).