Executive Board
Thursday, July 25, 2019 • 10:00 – 11:30 A.M.
PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle, WA 98104

The meeting will be streamed live over the internet at www.psrc.org.

1. Call to Order and Roll Call (10:00) - Councilmember Balducci, Vice President
2. Communications and Public Comment
3. President's Remarks
4. Executive Director’s Report
5. Committee Reports
   a. Transportation Policy Board - Mayor Becky Erickson, Chair
   b. Growth Management Policy Board - Councilmember Ryan Mello, Chair
   c. Operations Committee - Councilmember Claudia Balducci, Chair
   d. Central Puget Sound Economic Development District Board - Councilmember Terry Ryan, President
6. Consent Agenda (10:20)
   a. Approve Minutes of Meeting held June 27, 2019
   b. Approve Vouchers Dated June 14 through July 15, 2019 in the Amount of $921,847.80
   c. Approve Contract Authority to Purchase Upgrade for Accounting Software
   d. Adopt Routine Amendment to the 2019-2022 Transportation Improvement Program
   e. Approve the 2019 Adjustment of PSRC's Federal Transit Administration Funds and Distribution of Funds to the FTA Regional Contingency List of Projects
7. New Business (10:25)
   a. Authorize a Change in the Regional Transportation Plan Project Status for the Sound Transit Federal Way Link Extension Project -- Kelly McGourty, PSRC
8. New Business (10:35)
   a. Approve Budget Amendment and Contract Authority for Consultant Services for Puget Sound Region Passenger-Only Ferry Study -- Gil Cerise, PSRC
9. Discussion Item (10:55)
   a. Draft VISION 2050 Release -- Paul Inghram, PSRC
10. Discussion Item (11:15)
    a. Puget Sound Data Trends -- Craig Helmann, PSRC
11. Other Business
12. **Next Meeting: NO MEETING IN AUGUST!**  
   Thursday, September 26, 2019, 10 - 11:30 A.M., PSRC Board Room

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

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Sheila Rogers, e-mail srogers@psrc.org; fax 206-587-4825; or mail.

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, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, Call 206-587-4819.
July 11, 2019

**Rural Town Centers and Corridors Funding**

The Transportation Policy Board released for public comment a list of five projects recommended to receive approximately $5 million in Rural Town Centers and Corridors Program funding. The program uses Federal Highway Administration funds for projects supporting smaller towns and cities in rural areas of the region. The recommendation also includes a prioritized contingency list of projects should additional funds become available prior to the next project selection process. The public comment period will run from July 11 to September 26, 2019. View the [presentation](#) or watch the [meeting video](#).

For more information, contact Ryan Thompto at (206) 464-7122 or [rthompto@psrc.org](mailto:rthompto@psrc.org).

**Annual FTA Adjustment**

The Transportation Policy Board recommended approval of the annual FTA adjustment, which would provide an additional $39.8 million in transit funding to the region. Two projects that are new to the Transportation Improvement Program and therefore are out for public comment right now as a result of this increase. View the [presentation](#).

For more information, contact Sarah Gutschow, 206-587-4822
In other business, the board:

- Recommended the change in project status from candidate to approved for Sound Transit's Federal Way Link Extension Project. View the presentation.
- Was briefed on the Washington State Transportation Commission's Road Usage Charge Study. View the presentation.
- Was briefed on the status of VISION 2050. View the presentation.
- Was briefed on the upcoming Passenger-only Ferry Study. View the presentation.
- Recommended adoption of a routine amendment to the Regional Transportation Improvement Program for two projects, one in Kent and the other in University Place.
July 11, 2019

Board approves release of draft VISION 2050 plan

The Growth Management Policy Board directed staff to prepare the draft VISION 2050 plan for a 60-day public review period.

Leading up to the approval to release the draft plan, board members discussed proposed revisions to draft multicounty planning policies and actions, as well as the Regional Growth Strategy preferred alternative.

Over the next week, PSRC staff will work to compile all materials into a draft plan scheduled to be released for public comment starting on July 19. Comments on the draft plan will be reviewed with the Growth Management Policy Board in the fall, and the board will have an opportunity to continue refining policies, actions, and the Regional Growth Strategy before a final recommendation is made. View the presentation.

For more information, contact Liz Underwood-Bultmann at 206-464-7134, LUnderwood-Bultmann@psrc.org, or Paul Inghram at 206-464-7549, PInghram@psrc.org.

Outreach on VISION 2050

The board heard a short briefing on planned outreach activities for the draft
VISION 2050 plan. Outreach will seek to connect with a wide range of people, from city staff and elected officials to people who otherwise wouldn’t know about PSRC or VISION 2050. Activities include:

- Public workshops in each county
- Online open house
- Tabling at local events to raise awareness of PSRC and VISION 2050
- Recorded webinar that reviews the draft plan
- Outreach toolkit for members and stakeholders to easily share information about VISION 2050 with their communities and elected bodies
- Blog post series to highlight policy areas and related data trends
- Social media and targeted outreach to promote engagement with groups historically underrepresented in the planning process

[View the presentation.](#)

For more information, contact Laura Benjamin at 206-464-7134, [LBenjamin@psrc.org](mailto:LBenjamin@psrc.org).
July 10, 2019

FY 20-21 Budget and Work Program

The Central Puget Sound Economic Development District Board adopted its Fiscal Years 2020 – 2021 Budget and Work Program.

For more information, contact Diana Lauderbach at (206) 464-5416 or dlauderbach@psrc.org.

Washington Tourism Alliance and Marketing

The Washington Tourism Alliance was formed after the Legislature closed the state tourism office in 2011. Recently, the state has been able to re-allocate existing sales taxes towards tourism marketing. Those funds are limited to $3 million per biennium and require a 2:1 industry match. The marketing seeks to focus on rural areas, natural wonders, and the attraction of international visitors. View the full presentation or watch the meeting video.

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

Maritime Blue Strategy

The Blue Economy is defined by the World Bank as the sustainable use of
ocean resources for economic growth, improved livelihoods, and jobs while preserving the health of the ocean ecosystem. Washington state has launched a new initiative with the goal of becoming the nation’s most sustainable maritime industry by 2050. The plan to get there involves decarbonization, innovation, smart waterfronts, workforce development and cluster coordination. View the presentation.

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

Puget Sound Regional Council Executive Board
Thursday, June 27, 2019
PSRC Board Room

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:03 a.m. by Executive Bruce Dammeier, President. The signatures on the Attendance Sheet, as well as documentation by staff, determined attendance and that a quorum was present.

[To watch a video of the meeting and hear the full discussion, please go to: http://psrcwa.iqm2.com/Citizens/Default.aspx.]

Members and Alternates that participated for all or part of the meeting included: (**participated via phone)

Executive Bruce Dammeier, PSRC President, Pierce County
Councilmember Claudia Balducci, PSRC Vice President, King County
Commissioner Glen Bachman, Port of Everett
Councilmember Bruce Bassett, Mercer Island, King County Other Cities & Towns
Commissioner Cary Bozeman, Port of Bremerton
Executive Dow Constantine, King County
Mayor Becky Erickson, Poulsbo, Kitsap County Other Cities & Towns
**Councilmember Adrienne Fraley-Monillas, Edmonds, Other Cities & Towns in Snohomish County
**Commissioner Charlotte Garrido, Kitsap County
Councilmember Kathy Lambert, King County
**Mayor Denis Law, City of Renton
**Commissioner Dick Marzano, Port of Tacoma
Councilmember Teresa Mosqueda, City of Seattle
**Mayor Amy Ockerlander, Duvall, King County Other Cities & Towns
Councilmember Abel Pacheco, City of Seattle
Mayor Bill Pugh, Sumner, Pierce County Other Cities & Towns
**Councilmember Chris Roberts, Shoreline, King County Other Cities & Towns
Ms. Patty Rubstello, WSDOT
Councilmember Terry Ryan, Snohomish County
Executive Dave Somers, Snohomish County
Commissioner Peter Steinbrueck, Port of Seattle
Mayor Barbara Tolbert, Arlington, Snohomish County Other Cities & Towns
**Mayor Greg Wheeler, City of Bremerton
Councilmember Derek Young, Pierce County

Members absent included:
(*alternate present)

Mayor Nancy Backus, Auburn, King County Other Cities & Towns
Mayor John Chelminiak, City of Bellevue
Mayor Jenny Durkan, City of Seattle
Mayor Jim Ferrell, City of Federal Way
Mayor Cassie Franklin, City of Everett
*Commissioner Courtney Gregoire, Port of Seattle
*Secretary Roger Millar, WSDOT
Councilmember Mike O’Brien, City of Seattle
Mayor Dana Ralph, City of Kent
Commissioner Hester Serebrin, Washington State Transportation Commission
*Deputy Mayor Catherine Stanford, Lake Forest Park, King Co. Other Cities & Towns
Mayor Penny Sweet, City of Kirkland
*Councilmember Mike Todd, Mill Creek, Snohomish County Other Cities & Towns
Mayor Victoria Woodards, City of Tacoma

COMMUNICATIONS AND PUBLIC COMMENT

The following people addressed the board:
- Alex Tsimerman
- Dan Eernisse

PRESIDENT’S REMARKS

President Bruce Dammeier expressed thanks to board members for attending the May 30 General Assembly. He noted that today is his first Executive Board meeting, as the new President of PSRC, and reported that King County Councilmember Claudia Balducci is the new Vice President. He commented, “We have an important year ahead with the work we are doing on VISION 2050 and the Regional Aviation Baseline Study, which we will hear about today.”

DIRECTOR’S REPORT

Josh Brown, Executive Director:
- Reflected on the May 30 General Assembly.
- Congratulated Executive Bruce Dammeier and Councilmember Balducci who will serve as president and vice president, respectively.
- Thanked Executive Dave Somers for his leadership over the past two years and will now serve as the Immediate Past President of PSRC.
• Reported on the work that the Growth Management Policy Board is undertaking in preparing VISION 2050’s Draft Preferred Alternative for release and public comment.
• Shared takeaways from his participation in the Seattle Metropolitan Chamber of Commerce’s Intercity Study Mission to Charleston, June 12-14.
• Participated in the Master Builders Association of King and Snohomish Counties’ roundtable discussion on housing, June 26.

COMMITTEE REPORTS

Councilmember Claudia Balducci, Chair, Operations Committee, reported that the Operations Committee met, and recommended approval of the vouchers dated April 18 through June 14, 2019 in the Amount of $1,777,830.03. The committee also recommended the Executive Board approve ongoing administrative support contracts and PSRC’s FY 2020 Indirect Cost Rate. The committee also reviewed monthly budget, contract and grant reports.

Councilmember Balducci then called on Thu Le, HR Manager, who introduced new PSRC employees Hannah Bahnmiller, Assistant Planner, Regional Planning Division; and Charles Patton, Equity Manager, Regional Planning Division.

CONSENT AGENDA

**ACTION:** It was moved and seconded (Somers/Balducci) to: (a) Approve Minutes of Meeting held April 25, 2019; (b) Approve Vouchers Dated April 18 through June 14, 2019 in the Amount of $1,777,830.03; (c) Approve Contract Authority for Ongoing Administrative Support; (d) Approve PSRC FY 2020 Indirect Cost Rate Approval; and (e) Adopt Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP). The motion passed unanimously.

NEW BUSINESS

**Approve Cascade Industrial Center (Arlington-Marysville) Designation and Subarea Plan Certification**

Andrea Harris-Long, PSRC Senior Planner, briefed the board on the request to approve the designation of the Cascade Industrial Center, formerly known as the Arlington-Marysville Manufacturing Industrial Center, as a regional Manufacturing/Industrial Center and certify the subarea plan.

The Cascade Industrial Center is in the cities of Arlington and Marysville in Snohomish County, east of Interstate 5 and The Tulalip Tribes’ Reservation. Approximately 2,291 acres are located within Arlington, and 1,728 acres are in Marysville. The city-owned Arlington Municipal Airport is located within the center. The center currently contains nearly 8,000 jobs, and the cities are planning for 20,000 jobs by 2040. Close to 80% of
the existing employment in the center is industrial (manufacturing, construction, warehousing, transportation, and utilities).

At its meeting on June 6, the Growth Management Policy Board recommended approval of the designation of Cascade Industrial Center as a regional manufacturing industrial center and certification of the center’s subarea plan by the Executive Board.

**ACTION:** It was moved and seconded (Tolbert/Somers) to approve the designation of the Cascade Industrial Center, as a regional Manufacturing/Industrial Center, with the requirement that the City of Marysville complete anticipated zoning amendments to strictly limit commercial uses to fully meet the designation criteria for core industrial uses; and certify that the Cascade Industrial Center Subarea Plan addresses planning expectations for regional manufacturing/industrial centers. The motion passed unanimously.

### Approve 2019 Delivery and Supplemental Funding Action

Kelly McGourty, PSRC Director of Transportation Planning, briefed the board on the request to approve the 2019 delivery and supplemental funding for projects awarded PSRC’s federal funds, as well as approval of policy and procedural changes for achieving PSRC’s annual delivery targets into the future.

Due to project extensions, returned funds and higher federal allocations, the region faced a significant shortfall in meeting the current target. The strategies were used to identify projects that could help PSRC move forward with its 2019 delivery. This included moving projects earlier from later award years as well as an exchange among projects between federal and local funds. These actions were not enough to fill the gap, so a supplemental funding action is required.

At its meeting on June 13, the Transportation Policy Board recommended approval by the Executive Board of the updated policies and procedures for achieving annual delivery and the supplemental funding action to meet the 2019 delivery target. The funding action includes recommendation of $1.3 million for Port Orchard’s Tremont Street Widening Project, as a hardship circumstance, with the caveat that PSRC will work with the next Project Selection Task Force to develop a more formal policy for addressing hardship conditions.

**ACTION:** It was moved and seconded (Ryan/Erickson) to approve the revised policies and procedures for achieving PSRC’s annual FHWA delivery targets, as identified in Attachment 1; and approve a supplemental funding action to award PSRC’s FHWA funds to the list of projects as identified in Attachment 2. The motion passed unanimously.

### DISCUSSION ITEM
Regional Aviation Baseline Study Update

Josh Brown, PSRC Executive Director, along with David Williams and Tracy Beach, WSP Project Managers, updated the board on new commercial, freight and general aviation activity forecasts for 2050 and provided an update on the next steps for the Regional Aviation Baseline Study project.

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The Executive Board will next meet on Thursday, July 27, 2019, 10 - 11:30 a.m., PSRC Board Room.

ADJOURN

The meeting adjourned at 11:49 a.m.

Adopted this 25th day of July, 2019.

Executive Bruce Dammeier, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director
CONSENT AGENDA

To: Executive Board

From: Councilmember Claudia Balducci, Chair, Operations Committee

Subject: Approve Vouchers Dated June 14 through July 15, 2019 in the Amount of $921,847.80

IN BRIEF

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

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

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<tr>
<th>REQUESTED</th>
<th>VOUCHER NUMBER</th>
<th>TOTALS</th>
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<td>WARRANT DATE</td>
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<td></td>
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<tr>
<td>06/14/19 - 07/12/19</td>
<td>AP Vouchers</td>
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<td>06/28/19 - 07/15/19</td>
<td>Payroll</td>
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<td></td>
<td></td>
<td>$921,847.50</td>
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</tbody>
</table>

For additional information, please contact Diana Lauderbach at 206-464-5416; email dlauderbach@psrc.org.
CONSENT AGENDA

To: Executive Board

From: Councilmember Claudia Balducci, Chair, Operations Committee

Subject: Approve Contract Authority to Purchase Upgrade for Accounting Software

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to make a purchase in excess of $10,000. A request is being made to authorize the purchase of an upgrade for the current accounting software.

RECOMMENDED ACTION

Authorize the Executive Director to enter into one or more contracts not to exceed $20,000 to update Puget Sound Regional Council’s accounting system. The estimated cost is based on the previous system upgrade costs adjusted for inflation and includes the software, consultant support and installation.

BUDGET IMPACT

The adopted Biennial Budget and Work Program for fiscal year 2020-2021 includes sufficient funds within the Administrative Services (task 900), Subtask 3: Technology and Information Services budget for this upgrade.

DISCUSSION

In December 2019, Microsoft will stop supporting PSRC’s current version of finance software: Microsoft Dynamics SL 2015. The upgrade to the next version, Microsoft Dynamics SL 2018, will keep PSRC current with changing software advances and fiscal capabilities.
For more information, contact Diana Lauderbach at 206-464-5416 or dlauderbach@psrc.org.
CONSENT AGENDA

July 18, 2019

To: Executive Board

From: Mayor Becky Erickson, Chair, Transportation Policy Board

Subject: Adopt Routine Amendment to the 2019-2022 Transportation Improvement Program

IN BRIEF

Two agencies submitted two projects this month for routine amendment into the Regional TIP. These projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various processes, such as STP(UL) funds. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2040 and the Regional Transportation Plan. At its meeting on July 11, the Transportation Policy board recommended adoption of the amendment.

RECOMMENDED ACTION

The Executive Board should adopt an amendment to the 2019-2022 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

Under the Fixing America’s Surface Transportation (FAST) Act, 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 2040, 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 described further below.

**Consistency with VISION 2040 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 2040 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 confirmed that the funds are reasonably expected to be available.

**PSRC’s Project Tracking Policies**

The City of University Place is programming $765,000 of PSRC’s 2020 contingency funds to the 67th Avenue Phase II Improvements Phase 2 project. The full package of 2020 contingency awards was recommended by the board in May 2018, with a small amount within Pierce County not yet determined. In August 2018, the Pierce County Regional Council completed the recommendation with $765,000 to the University Place project. There was a delay in programming the funds into the TIP, which the sponsor is now resolving.
Federal Fund Source Descriptions

The following is a list of state and federal funding sources that are referenced in Exhibit A.

STP (UL)  Surface Transportation Program (STP) for projects in large urbanized areas

For more information, please contact Ryan Thompto at 206-464-7122 or rthompto@psrc.org.

Attachments:
Exhibit A
<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title and Work Description</th>
<th>Funding</th>
<th>PSRC Action Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Kent</td>
<td>South 224th Street Phase II The South 224th Street Phase II project will widen 88th Ave S and S 218th St to three lanes; replace an existing obsolete box culvert at Garrison Creek with a new fish passable arch culvert; widen shoulders, install sidewalks, street lighting, a storm drainage system; including stormwater treatment ponds</td>
<td>$5,000,000 Other TIB $7,459,964 Local $12,459,964 Total</td>
<td>☐ ☑ ☐ ☐</td>
</tr>
<tr>
<td>2. University Place</td>
<td>67th Ave Improvements Phase 2 This project will provide curb, gutters, planter strips, sidewalk, bicycle lanes, street lights, upgraded signals, updated ADA facilities, and pavement overlay. The storm system will be replaced/modified as necessary. Traffic signal detection loops will be replaced with video detection. Flashing yellow protected/permissive left turn arrow signal head/indication will be added at the Cirque Drive intersection.</td>
<td>$765,000 Federal STP(UL) $135,000 Local $900,000 Total</td>
<td>☑ ☑ ☐ ☐</td>
</tr>
</tbody>
</table>
CONSENT AGENDA

To: Executive Board

From: Mayor Becky Erickson, Chair, Transportation Policy Board

Subject: Approve the 2019 Adjustment of PSRC's Federal Transit Administration Funds and Distribution of Funds to the FTA Regional Contingency List of Projects

IN BRIEF

In March of 2019, PSRC was notified of the region's final allocation for its federal fiscal year (FFY) 2019 Federal Transit Administration (FTA) funds. FTA requires that PSRC review the estimates used to program its FTA funds with the actual allocation approved by Congress on an annual basis. Due to the final allocation being higher than the original estimates used for programming the FTA funds, there is an additional $39.8 million available for distribution. A summary of the funds originally programmed and the adjustments for FFY 2019 is provided in Attachment A. The recommendation of the Transportation Operators Committee (TOC) for the adjustments, including the distribution of additional funds to projects, is contained in Attachment B. At its meeting on July 11, the Transportation Policy Board recommended approval.

RECOMMENDED ACTION

The Executive Board should approve the adjustments and $39.8 million in additional FFY 2019 FTA funds to the list of projects as shown in Attachment B.

DISCUSSION

PSRC’s 2019 FTA funds were originally distributed to projects as part of the 2016 project selection process using an estimate based on previous funding levels. FTA requires that PSRC review the estimates with the actual allocation approved by Congress on an annual basis. In March of 2019, PSRC was notified of the region’s final allocation of FFY 2019 FTA funds and the final amount is higher than originally
estimated, providing an increase of approximately $39.8 million to the region.

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

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

The $39.8 million in additional FFY 2019 FTA funds is the net total to the region, reflecting both increases and decreases in amounts earned by each transit agency, as well as an increase to the regional portion of funds in the Seattle-Tacoma-Everett UZA, resulting in approximately $2.9 million being recommended for distribution to projects on the FTA Regional contingency list. A summary of the changes between the estimates used for programming as part of the 2016 project selection process and the final 2019 allocation amounts is contained in Attachment A.

As part of the FFY 2019 FTA annual adjustments, two agencies seek to allocate funds to two new projects. Intercity Transit proposes to use $2,175,183 in funds for its Replacement Fixed Route Coaches project, and King County Metro proposes to use $5,242,729 in funds for its Atlantic Base Vehicle Maintenance Phase 2 Bus Lift project. Additionally, King County Metro is seeking to allocate $5,731,470 in previously unprogrammed funds from the 2018 FTA adjustments process to this project. Since these projects are new, they will be released for a public review period through the Executive Board meeting on July 25, 2019.

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

Attachments:
A - Summary of PSRC's FFY 2019 FTA Funding Adjustments
B - TOC Recommendation of FFY 2019 FTA Adjustments
**ATTACHMENT A: SUMMARY OF PSRC’S FFY 2019 FTA FUNDING ADJUSTMENTS**

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<tr>
<th>Urbanized Area (UZA)</th>
<th>Original Award</th>
<th>Final Amount</th>
<th>Adjustment</th>
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<td>Marysville</td>
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<td>Seattle-Tacoma-Everett</td>
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<td><strong>Total for all three UZAs</strong></td>
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<td>PSRC Planning and Programming</td>
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<td><strong>Total for Bremerton UZA</strong></td>
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<td><strong>$4,374,892</strong></td>
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<td><strong>Total for Marysville UZA</strong></td>
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<td>Everett Transit</td>
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<td>$1,431,348</td>
<td>$(10,780)</td>
</tr>
<tr>
<td>InterCity Transit</td>
<td>$0</td>
<td>$2,175,183</td>
<td>$2,175,183</td>
</tr>
<tr>
<td>King County (Metro &amp; Marine)</td>
<td>$74,209,716</td>
<td>$84,486,623</td>
<td>$10,278,907</td>
</tr>
<tr>
<td>Kitsap Transit</td>
<td>$0</td>
<td>$458,849</td>
<td>$458,849</td>
</tr>
<tr>
<td>Pierce Transit</td>
<td>$7,969,464</td>
<td>$8,141,992</td>
<td>$172,528</td>
</tr>
<tr>
<td>PSRC Planning and Programming</td>
<td>$1,206,667</td>
<td>$1,206,667</td>
<td>$0</td>
</tr>
<tr>
<td>City of Seattle</td>
<td>$1,434,360</td>
<td>$1,426,779</td>
<td>$(7,581)</td>
</tr>
<tr>
<td>Skagit Transit</td>
<td>$0</td>
<td>$335,730</td>
<td>$335,730</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>$40,123,307</td>
<td>$58,224,919</td>
<td>$18,101,612</td>
</tr>
<tr>
<td>Washington State Ferries</td>
<td>$11,551,453</td>
<td>$13,752,371</td>
<td>$2,200,918</td>
</tr>
<tr>
<td><strong>Regional Competition &amp; Contingency List Funding</strong></td>
<td><strong>$10,822,000</strong></td>
<td><strong>$13,754,575</strong></td>
<td><strong>$2,932,575</strong></td>
</tr>
</tbody>
</table>

| **Total for STE UZA** | **$157,198,095** | **$196,160,550** | **$38,962,455** |

**Total of All Three UZAs for FFY 2019 FTA Adjustments** | **$39,768,953**
### ATTACHMENT B: TOC Recommendation of FFY 2019 FTA Adjustments by Project and Regional Contingency List Project Funding

#### Bremerton UZA

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Original Award</th>
<th>Recommended Adjustment</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>King County</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018 Everett Transit Passenger Amenities</td>
<td>2018 Everett Transit Passenger Amenities</td>
<td>-</td>
<td>13,574,358</td>
<td>13,574,358</td>
</tr>
<tr>
<td>King County</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018-2020 Replacement Fixed Route Coaches</td>
<td>2018-2020 Replacement Fixed Route Coaches</td>
<td>-</td>
<td>2,175,183</td>
<td>2,175,183</td>
</tr>
<tr>
<td>King County</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seattle Central Waterfront Passenger-Only Ferry Terminal</td>
<td>Seattle Central Waterfront Passenger-Only Ferry Terminal</td>
<td>-</td>
<td>22,454,682</td>
<td>22,454,682</td>
</tr>
<tr>
<td>King County</td>
<td>1,282,298$</td>
<td>-</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Seattle-Tacoma-Everett UZA - Earned Share & Preservation Set Aside Funding

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Original Award</th>
<th>Recommended Adjustment</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>157,198,095$</td>
<td>38,962,455$</td>
<td>196,160,550$</td>
<td></td>
</tr>
</tbody>
</table>
### Seattle-Tacoma-Everett UZA - Regional Competition & Contingency List Funding

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Original Award</th>
<th>Project Recommended for Advanced Funding</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
</table>
### Marysville UZA

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Original Award</th>
<th>Recommended Adjustment</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marysville UZA Transit Operations</td>
<td>Marysville UZA Transit Operations</td>
<td>-</td>
<td>202,916</td>
<td>202,916</td>
</tr>
<tr>
<td>Transit Revenue Vehicles 2018-2020</td>
<td>Transit Revenue Vehicles 2018-2020</td>
<td>-</td>
<td>8,141,992</td>
<td>8,141,992</td>
</tr>
<tr>
<td>Total 1,206,667$</td>
<td></td>
<td></td>
<td></td>
<td>1,206,667</td>
</tr>
<tr>
<td>Total 10,822,000$</td>
<td></td>
<td></td>
<td></td>
<td>10,822,000</td>
</tr>
</tbody>
</table>
### Seattle-Tacoma-Everett UZA - Regional Competition & Contingency List Funding

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Original Award</th>
<th>Project Recommended for Advanced Funding</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swift BRT Orange Line</td>
<td></td>
<td>-</td>
<td></td>
<td>588,485</td>
</tr>
<tr>
<td>King County</td>
<td>4,345,709$</td>
<td>-</td>
<td></td>
<td>4,345,709</td>
</tr>
</tbody>
</table>
### Seattle-Tacoma-Everett UZA - Regional Competition & Contingency List Funding

<table>
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<td></td>
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<td></td>
<td>588,485</td>
</tr>
<tr>
<td>King County</td>
<td>4,345,709$</td>
<td>-</td>
<td></td>
<td>4,345,709</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>23,900,408</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>4,114,699</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>9,752,615</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>26,790,153</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>38,224,919</td>
</tr>
<tr>
<td>Washington State Ferries</td>
<td></td>
<td>-</td>
<td></td>
<td>335,170</td>
</tr>
<tr>
<td>Seattle Multimodal Terminal at Colman Dock</td>
<td>Seattle Multimodal Terminal at Colman Dock</td>
<td>-</td>
<td>4,345,709</td>
<td>4,345,709</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>4,345,709</td>
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</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>23,900,408</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>4,114,699</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
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<td>Sound Transit</td>
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<td></td>
<td>26,790,153</td>
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<td>Sound Transit</td>
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<td>-</td>
<td></td>
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<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>335,170</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>4,345,709</td>
</tr>
</tbody>
</table>
### Seattle-Tacoma-Everett UZA - Regional Competition & Contingency List Funding

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<th>Redistributions</th>
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<td>Swift BRT Orange Line</td>
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<td>-</td>
<td></td>
<td>588,485</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>23,900,408</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>4,114,699</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>9,752,615</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>26,790,153</td>
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<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>38,224,919</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>-</td>
<td></td>
<td>335,170</td>
</tr>
</tbody>
</table>

* Per adopted contingency list procedures, since FTA funds are awarded and expended based on specific fiscal years, the first priority for new funds is to advance projects awarded in the regional competition. FFY 2019 funds were originally awarded as part of the 2017 regional competition. For FFY 2019, there are also $2,922,675 in additional 2016 regional competitive funds available from the final allocation. These funds were used to advance 2020 funds previously awarded to Community Transit's Swift BRT Orange Line project and Sound Transit's Regional Express Bus Program and Sounder Vehicle Procurement projects. This resulted in a cascading effect, freeing up 2022 funds to be awarded to Sound Transit's I-405 Bus Rapid Transit project.
To: Executive Board
From: Mayor Becky Erickson, Chair, Transportation Policy Board
Subject: Authorize a Change in the Regional Transportation Plan Project Status for the Sound Transit Federal Way Link Extension Project

IN BRIEF

Sound Transit has submitted a request to change the status of the Federal Way Link Extension project from “Candidate” to “Approved.” Per PSRC’s adopted procedures, requests to change a project status require Board action. At its July 11 meeting, the Transportation Policy Board recommended that the Executive Board authorize changing the status of the project as requested.

RECOMMENDED ACTION

The Executive Board should authorize a change in project status for the Sound Transit Federal Way Link Extension project from “Candidate” to “Approved.”

DISCUSSION

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

The Federal Way Link Extension project will construct a 7.8 mile extension of Link Light Rail from Angle Lake Station in SeaTac to the Federal Way Transit Center. Operating in exclusive right-of-way, the project generally parallels I-5 on an elevated or at-grade alignment and will serve three stations including Highline College, South 272nd, and the Federal Way Transit Center. All stations will feature new parking facilities which, in total, will provide approximately 1,200 spaces.

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

Table 1: Project Details and Review Criteria

<table>
<thead>
<tr>
<th>Review Criteria</th>
<th>Federal Way Link Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>$ 2,451,535,000</td>
</tr>
<tr>
<td>Consistency with Transportation 2040 Policies</td>
<td>The project is consistent with regional policy.</td>
</tr>
<tr>
<td>Benefit-Cost Analysis</td>
<td>Benefit-cost analysis for Federal Way Link was conducted as a part of the ST3 plan, certified by the Executive Board in September 2016, with an associated benefit-cost ratio of 1.12.</td>
</tr>
<tr>
<td>Environmental Documentation</td>
<td>NEPA analysis has resulted in records of decision by FTA and FHWA in March 2017.</td>
</tr>
<tr>
<td>Other Planning Requirements</td>
<td>Sound Transit has entered into numerous agreements with partner jurisdictions and agencies, including transitway agreements with SeaTac, Des Moines, Kent, Federal Way, and I-5 airspace agreements with WSDOT.</td>
</tr>
<tr>
<td>Financial Feasibility</td>
<td>FHWA $ 13,000,000 FTA $ 20,436,954 Local Funding $ 2,418,098,046 $ 2,451,535,000</td>
</tr>
<tr>
<td>Air Quality Conformity</td>
<td>Approving this project will not change the region’s air quality conformity determination.</td>
</tr>
</tbody>
</table>

For more information, please contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.
ACTION ITEM

To: Executive Board
From: Councilmember Claudia Balducci, Chair, Operations Committee
Subject: Approve Budget Amendment and Contract Authority for Consultant Services for Puget Sound Region Passenger-Only Ferry Study

IN BRIEF

A request is being made to amend the budget to add new grant revenues from Washington State Department of Transportation (WSDOT) to conduct a passenger-only ferry study and to authorize the hiring of a consultant to assist staff in preparing the study. Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of $10,000 per year.

RECOMMENDED ACTIONS

Action 1: Amend the Adopted Budget and Work Program for Fiscal Years 2020-2021 to add an additional $350,000 in funds from Washington State Department of Transportation (WSDOT) as outlined in the discussion below.

Action 2: Authorize the Executive Director to enter into one or more consultant contracts for preparation of the Puget Sound Region Passenger-Only Ferry Study, not to exceed $330,000.

BUDGET IMPACT

The proposed work program amendment would increase the adopted Budget and Work Program by $350,000 from $27.39 million to $27.74 million.
DISCUSSION

The proposed amendment includes the following changes:

Update the Revenue Comparison by Source on Table 4 as follows:
- Under “Project Specific Revenue,” add a line for “WSDOT Passenger-Only Ferry Study” for $350,000.

Update Expenditures shown on Table 2 as follows:
- Increase Consultants by $330,000
- Increase Encumbrance by $20,000

Add a description for Passenger-Only Ferry Study (new Sub-Task) under Transportation Planning (Task 200) that states the following:

“PSRC will conduct a regional Passenger-Only Ferry Study for the 12-county region bordering Puget Sound, as authorized through an appropriation of funds by the Washington State Legislature.”

These actions would increase the amount from WSDOT for Passenger-Only Ferry Study to $350,000 for the purpose of supporting staff and a consultant or consultants to conduct a regional passenger-only ferry study as called for in the Washington State budget.

The total budget for the study is estimated at $350,000. PSRC estimates staff costs at approximately $75,000 and consultant costs at $275,000. If consultant services exceed the $275,000 estimate based upon the Request for Proposal (RFP) process, PSRC will work with the consultant team to either reduce PSRC staff costs or will use local funds to ensure timely project completion. As such, PSRC is including a 20% contingency ($55,000) for consultant services, allowing up to a total of $330,000 for consultant services.

Update the Summary of Consultants within Transportation Planning to add a Passenger-Only Ferry Study for $330,000.

BACKGROUND

 Currently, there are two providers of year-round passenger-only ferry service in the region: King County Metro and Kitsap Transit. Passenger-only ferry service and ridership has been expanding in recent years. Kitsap Transit most recently started service between Kingston and downtown Seattle in 2018 and plans to provide an additional route between Southworth and downtown Seattle starting in 2020. With the success of these existing services, interest is growing in passenger-only ferries as another form of public transportation connecting to the regional transportation system.

PSRC conducted a study of passenger-only ferry service in 2008, including an analysis of market opportunities, viable routes in the near- to long-term, fleets and facilities, and
roles and action steps for various agencies throughout the region. Funding provided by the Washington State Legislature will update this study to reflect current conditions and the possibility of additional passenger-only ferry routes. The legislation calls for the study to encompass the 12 counties bordering Puget Sound, as well as looking at potential passenger-only ferry routes on Lake Washington and Lake Union. The study must also provide recommendations to accelerate the electrification of the ferry fleet.


(1) $350,000 of the multimodal transportation account—state appropriation is provided solely for a study by the Puget Sound Regional Council of new passenger ferry service to better connect communities throughout the twelve county Puget Sound region. The study must assess potential new routes, identify future terminal locations, and provide recommendations to accelerate the electrification of the ferry fleet. The study must identify future passenger only demand throughout Western Washington, analyze potential routes and terminal locations on Puget Sound, Lake Washington, and Lake Union with an emphasis on preserving waterfront opportunities in public ownership and opportunities for partnership. The study must determine whether and when the passenger ferry service achieves a net reduction in carbon emissions including an analysis of the emissions of modes that passengers would otherwise have used. The study must estimate capital and operating costs for routes and terminals. The study must include early and continuous outreach with all interested stakeholders and a report to the legislature and all interested parties by January 31, 2021.

Given the broad geographic scope and the number of issues included in the study, PSRC is beginning work to identify and engage interested stakeholders. A request will be before the Executive Board at its July 25, 2019, meeting for a budget amendment and contract authority for consultant services to assist with this study.

For more information, contact Gil Cerise at 206-971-3053 or gcerise@psrc.org.
DISCUSSION ITEM

July 18, 2019

To: Executive Board

From: Josh Brown, Executive Director

Subject: Draft VISION 2050 Release

IN BRIEF

The Growth Management Policy Board completed development of the draft VISION 2050 multicounty planning policies and Regional Growth Strategy. The Draft VISION 2050 plan will be released for public review on July 19 for a 60-day comment period that will run through September 16. Staff will brief the Executive Board on the draft plan and on efforts to engage the public.

DISCUSSION

Background

VISION 2040 is the region’s current long-term growth strategy, addressing land use, transportation, economic prosperity, and the environment. The Executive Board has been briefed over the course of the project to update the plan, including extending the time horizon to 2050 and address how the region has changed in the last decade.

Using the feedback from the scoping process, the Growth Management Policy Board worked to identify revisions to the plan that will keep the central Puget Sound region healthy and vibrant as it grows. VISION 2050 addresses several fundamental issues, including extending the plan horizon year, addressing statutory changes, recognizing major changes to the region, and updating the plan to reflect recent regional plans and initiatives. High priority policy issues for the Growth Management Policy Board were to take a fresh look at the Regional Growth Strategy and find ways to further support greater housing affordability throughout the region. There was strong interest among the policy board and in public comments to address climate change and resiliency, social equity and displacement, the impact of transportation technology, community health,
annexation, environment and open space, and better recognition of Native American tribes.

**Transit Focused Growth**

VISION 2050’s Regional Growth Strategy provides numeric allocations of population and employment growth that guide the adoption of countywide targets and local comprehensive plans. In November 2018, the Growth Management Policy Board selected three Regional Growth Strategy alternatives for study and environmental review. The analysis of the three alternatives was compiled in a Draft Supplemental Environmental Impact Statement (Draft SEIS) that was released for public comment in February.

The majority of Draft SEIS comments regarding the three alternatives supported the Transit Focused Growth alternative, which seeks to locate a large portion of future population and employment growth near high-capacity transit. Commenters supported the core concept of growth near transit, but also raised questions about aspects of the alternative, expressed concerns about displacement, and called for local flexibility. Given the support for the Transit Focused Growth alternative, the draft growth strategy uses it as a starting place and incorporates adjustments to address specific comments from Kitsap County, Pierce County, and Snohomish County Tomorrow.

In addition to the growth strategy, the Growth Management Policy Board spent numerous work sessions exploring policy areas and how to advance the region to better address housing affordability, transportation connectivity, climate change, and social equity. Policy updates continue to support the regional strategy of guiding growth to urban areas and to designated centers, while protecting and restoring environmental resources. The plan seeks to provide economic opportunities for all and increase housing choices and affordability throughout the region. The plan supports state and regional efforts to significantly reduce greenhouse gas emissions and supports work to clean up Puget Sound and restore habitat.

To seek broader input on VISION 2050, the Growth Management Policy Board directed release of the draft plan at its meeting on July 11 and will hold a public hearing on September 5.

**Draft Plan Engagement**

With the release of the draft plan, PSRC will be working with its members and key stakeholders to engage the public. Recognizing the time of the year, the outreach plan is to take advantage of summer and to do more activities that meet people where they are at and make it easier to contribute. Outreach will include a blend of traditional and innovative techniques to connect with a wide range of people from city staff and elected officials to people that otherwise wouldn’t know about PSRC or VISION 2050. More
information on outreach events and ways to get involved during the 60-day comment period will be available at https://www.psrc.org/vision.

For more information, please contact Paul Inghram at 206-464-7549 or pinghram@psrc.org.
DISCUSSION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: Puget Sound Data Trends

IN BRIEF

At the July 25 Executive Board meeting, PSRC staff will provide a background report on data trends in the Puget Sound region.

DISCUSSION

As part of the long-range performance-based planning process, PSRC is involved in an ongoing effort to track a variety of regional demographic and transportation trends across the region. This presentation will look at several trends that highlight how our region is growing with a focus on the continued changes that occurred this past year. Some of the data includes the growth in people and jobs within the region along with the growth airport usage and housing trends in the region.

A few key points include:

- Population growth has added at least 60,000 people in each of the past five years.
- Sea-Tac Airport continues to add to its historic growth in passenger volumes.

Following the presentation, PSRC staff will take questions and comments from board members. If you have any questions prior to the meeting, please contact Craig Helmann at 206-389-2889 or chelmann@psrc.org.