



Puget Sound Regional Council

Executive Board

Thursday, January 26, 2023 • 10:00 AM – 12:00 PM [note MEETING EXTENDED]

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.

Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 849 3079 9192, Passcode: 178225

Provide public comment

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

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

1. **Call to Order and Roll Call (10:00) - Councilmember Claudia Balducci, President**
2. **Communications and Public Comment**
3. **President's Remarks**
4. **Executive Director's Report**
5. **Committee Report**
 - a. Operations Committee - Mayor Becky Erickson, Vice President
6. **Consent Agenda (10:20)**
 - a. Approve Minutes of Meeting Held December 1, 2022
 - b. Approve Vouchers Dated October 31, 2022 through January 3, 2023 in the Amount of \$1,854,785.56
 - c. Approve Contract Authority for Low Voltage Installation

- d. Approve Authorizing a Change in the Regional Transportation Plan Project Status for WSDOT's I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project
- e. Approve Consolidated Grant Competition Regional Rankings
- f. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)

7. New Business (10:25)

- a. Equity Advisory Committee Update -- *Charles Patton and Noah Boggess, PSRC*

8. Discussion Item (10:35)

- a. Housing Monitoring Report and Public Opinion Survey -- *Paul Inghram and Laura Benjamin, PSRC*

9. Discussion Item (10:50)

- a. Climate Change Implementation Strategy -- *Kelly McGourty and Craig Helmann, PSRC*

10. Discussion Item (11:20)

- a. Regional Transportation Plan Performance Dashboard -- *Craig Helmann, PSRC*

11. Discussion Item (11:50)

- a. Draft FY2024-2025 Biennial Budget and Work Program -- *Andrew Werfelmann, PSRC*

12. Information Items

- a. New Employee Status Report
- b. 2023 Executive Board and Operations Committee Meeting Schedule

13. Other Business

14. Next Meeting: Thursday, February 23, 2023, 10 - 11:30 AM, Hybrid Meeting

15. Adjourn (12:00)

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, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>.



January 12, 2022

Consolidated Grant Competition Regional Rankings

The Transportation Policy Board recommended approval of regional priority rankings for the Washington State Department of Transportation's Consolidated Grant Competition. The Consolidated Grant Program distributes funding from a variety of federal and state sources for projects providing specialized transportation services, rural mobility improvements, and other public transportation programs. PSRC's role in this process is to provide regional priority rankings for those projects submitted within the PSRC region. The Executive Board will take final action on the recommendation on January 26. View [the presentation](#) or watch [the meeting video](#).

For more information, contact Jean Kim at (206) 971-3052 or jkim@psrc.org.

Climate Change Implementation Strategy

The 2030 Climate Analysis examines the estimated greenhouse gas emissions from the 2030 regional transportation system compared to the region's climate goals. Building from previous sensitivity testing, the Transportation Policy Board was briefed on the analysis results of a hybrid combination of key levers with the greatest potential to reduce emissions. These levers include different levels of a road usage charge, increases in electric vehicle sales, and forecasted work from home levels. View [the presentation](#).

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

Regional Transportation Plan Performance Dashboard

The Transportation Policy Board has been guiding work to develop a performance dashboard for the Regional Transportation Plan. The goal is to monitor and report on various performance measures related to plan implementation including, but not limited to, emissions, safety, active transportation, finance, vehicle miles traveled and transit ridership.

The board reviewed the beta version of the dashboard and provided feedback for additional improvements. View [the presentation](#).

For more information, please contact Craig Helmann at (206) 389- 2889 or chelmann@psrc.org.

Biennial Budget and Work Program

The Transportation Policy Board was provided an overview of the draft FY 2024-2025 Biennial Budget and Work Program. PSRC's budget outlines transportation, economic and growth planning activities for the upcoming biennium. The budget is scheduled for adoption by General Assembly in May.

In other business, the board:

- Recommended adoption of a Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP).
- Recommended authorizing a Change in the Regional Transportation Plan Project Status for WSDOT's I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project.



January 6, 2023

Puget Sound Recovery

The Growth Management Policy Board was briefed by PSRC and Puget Sound Partnership staff on strategies and funding for Puget Sound recovery, consistent with VISION 2050 direction. The board provided feedback on how to accelerate Puget Sound recovery and how to support local work. Watch the [meeting video](#) or [view presentation here](#).

For more information, contact Erika Harris at eharris@psrc.org.

Regional Equity Strategy Development and Equity Work Plan

The Growth Management Policy Board was updated on the Equity Advisory Committee's work and the development of the Regional Equity Strategy. The focus of the committee is to co-create products as part of the Regional Equity Strategy and advise PSRC committees and policy boards on policies and programs with an equity lens. In its inaugural year, the Equity Advisory Committee provided input to help shape both the Regional Housing Strategy and Regional Transportation Plan. Additionally, the Equity Advisory Committee and PSRC staff have made progress on regional equity work and strategy.

Resources in development include:

- Online Equity Tracker
- Legacy of Structural Racism Interactive Report
- Anti-Displacement Organizations Report
- Equitable Engagement Guidance
- Racial Equity Impact Assessment Tool
- Equity Planning Resources

Watch the [meeting video](#) or [view presentation](#) here

For more information, please contact Charles Patton at cpatton@psrc.org

Draft FY 2024-2025 Biennial Budget and Work Program

The Growth Management Policy Board provided feedback on the draft FY 2024-2025 Biennial Budget and Work Program. PSRC's Operations Committee is developing the budget and work program for both PSRC and the Economic Development District. Comments from the boards will be compiled and reviewed by the Operations Committee on March 23, 2023. A final budget is scheduled for approval by Executive Board in April.

For more information, please contact Andrew Werfelmann at (206) 688-8220 or awerfelmann@psrc.org.



December 7, 2022

Industrial Lands Analysis Updated

The Economic Development District Board was briefed on work to update the Regional Industrial Land Analysis to identify trends impacting industrial lands, inform local planning efforts and consider strategies to improve equitable access to employment in industrial jobs.

Initial Data Findings

- The region is experiencing steady industrial growth.
- Since 2015, Building & Contracting and Transportation, Distribution, and Logistics (TDL) have seen the largest growth
- Industrial jobs provide better average pay than other sectors but opportunities for BIPOC communities still lag.
- Some communities are experiencing land constraints for industrial growth due to land geography, land availability and policy impact on local conditions.

Data Analysis will be finalized, and findings with a final report will be presented by Spring 2023. Watch the [meeting video](#) or view [the presentation](#) here

For more information, contact Ben Kahn, Associate Planner, at bkahn@psrc.org

2023 Economic Development Focus Areas

The Economic Development District Board provided feedback on the draft 2023 Economic Development Focus Areas, which are organized around analysis and strategy development, technical assistance, and amplifying regional efforts. The board also reviewed the program funding for PSRC's upcoming budget development. View [the presentation](#).

For more information, contact Jason Thibedeau, Economic Development Program Manager, at 206-389-2879 or jthibedeau@psrc.org



Puget Sound Regional Council

MINUTES

**Puget Sound Regional Council Executive Board
Thursday, December 1, 2022
Hybrid Meeting, PSRC Board Room**

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:03 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.

COMMUNICATIONS AND PUBLIC COMMENT

The following individuals provided public comment (either written or verbal):

- Joe Kunzler
- Alex Tsimerman
- RJ Hansen

PRESIDENT'S REMARKS

President Claudia Balducci recognized and thanked for his service outgoing board member Councilmember Derek Young, Pierce County.

President Balducci announced a change of order of agenda items 7: Legislative Agenda Briefing and 8: Equity Advisory Committee Update.

COMMITTEE REPORTS

Vice President Becky Erickson, Chair, Operations Committee, reported that at today's Operations Committee meeting, the committee recommended approval of vouchers dated September 30, 2022 through November 7, 2022 in the Amount of \$953,806.65.

She reported that the committee approved the following contracts:

- Americas Competitiveness Exchange (ACE) Event Planning

- Consultant Services for Federal Policy and Grant Consultant
- Facilitation Services

Vice President Erickson reported that the committee was briefed by Horace Francis with the certified public accounting firm Francis & Company on PSRC's internal audit controls. She stated that "we were pleased to hear of the controls that were put in place, following the retirement of PSRC's former Chief Financial Officer, to further strengthen PSRC's policies and procedures."

Vice President Erickson reported that the committee heard from PSRC's Budget Manager, Andrew Werfelmann, regarding the Draft FY2024-2025 Biennial Budget and Work Program. The committee has been working on the budget since September. The Transportation Policy Board and Growth Management Policy Board will be given information on the draft budget at their upcoming meetings in December and January. The final budget is scheduled for approval by the Executive Board in April, with adoption by the General Assembly in May 2023. Vice President Erickson stated, "we learned that PSRC was awarded the Government Finance Officers Association's Distinguished Budget Award for the sixth year in a row."

CONSENT AGENDA

ACTION: It was moved and seconded (Strakeljahn/Figueroa) to:

- Approve Minutes of Meeting held October 27, 2022**
- Approve Vouchers Dated September 30, 2022 through November 7, 2022 in the Amount of \$953,806.65**
- Approve Contract Authority for ACE Event Planning**
- Approve Contract Authority for Consultant Services for a Federal Policy and Grant Consultant and**
- Approve Contract Authority for Facilitation Services**

The motion passed unanimously.

DISCUSSION ITEM

Equity Advisory Committee Update

Charles Patton, PSRC Equity Policy and Initiatives Program Manager; and Shannon Turner, Co-chair of the Equity Advisory Committee, updated the Executive Board on the Equity Advisory Committee's work and the development of the Regional Equity Strategy.

The focus of the committee is to co-create products as part of the Regional Equity Strategy and advise PSRC committees and policy boards on policies and programs with an equity lens. In its inaugural year, the Equity Advisory Committee provided input to help shape both the Regional Housing Strategy and Regional Transportation Plan.

Additionally, the Equity Advisory Committee and PSRC staff have made progress on regional equity work and strategy.

Resources in development include:

- Online Equity Tracker
- Legacy of Structural Racism Interactive Report
- Anti-Displacement Organizations Report
- Equitable Engagement Guidance
- Racial Equity Impact Assessment Tool
- Equity Planning Resources

NEW BUSINESS

Legislative Agenda Briefing

Robin Koskey, Director of Government Relations and Communications, briefed the board on the recommended action to adopt the 2023 legislative agenda.

Highlights of the agenda include:

- Keep the Region Moving
 - Sustain the transportation investments
 - Develop an equitable road usage charge
 - Maintain agreed upon state and local funding split decisions
- Increase Housing Choices and Affordability
 - Supply: Build more housing of different types
 - Stability: Provide opportunities for residents to live in housing that meets their needs
 - Subsidy: Create and sustain long-term funding sources to create and preserve affordable housing
- Significantly Reduce Greenhouse Gas Emissions - Respond to the urgent environmental, economic and equity threat of climate change through:
 - Transit-focused land use
 - Multimodal transportation choices
 - Pricing the transportation system
 - Decarbonization of the transportation system, including improvements to freight and passenger vehicles and fuels
- Sustain a Strong Economy
 - Strong state engagement for a successful American Competitiveness Exchange (ACE) learning visit

ACTION: It was moved and seconded (Strakeljahn/Roberts) to adopt the recommendations to the 2023 State Legislature. The motion passed with one abstention.

DISCUSSION ITEM

Climate Change Work Program

Kelly McGourty, PSRC Director of Transportation Planning, and Craig Helmann, PSRC Director of Data, briefed the board on PSRC's climate change work program.

The Regional Transportation Plan identifies numerous implementation items, covering all the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners. Scheduled for completion by December 2022 is an analysis of 2030 greenhouse gas emissions compared to the region's climate goals.

Since 2010 PSRC has had an adopted Four-Part Greenhouse Gas Strategy (addressing land use, transportation choices, pricing and technology) and conducted a climate analysis for the horizon year of the RTP. The most recent analysis forecasted emissions and applied the strategy to a horizon year of 2050. The plan further calls for PSRC to develop an interim year transportation network and conduct a 2030 analysis, and to continue to work with partner agencies, including the Puget Sound Clean Air Agency, to develop a climate implementation strategy for achieving the climate goals and to monitor progress.

The Executive Board was briefed on preliminary results of a hybrid combination of key levers with the greatest potential to reduce emissions. These levers include different levels of a road usage charge, increases in electric vehicle sales, and forecasted work from home levels.

EXECUTIVE SESSION

Review Performance of the Executive Director

At 11:44 AM President Claudia Balducci announced that the board would adjourn to an Executive Session for 15 minutes to discuss the Executive Director's annual performance evaluation. At 12:00 PM it was announced that an extension of the Executive Session was needed to 12:10 PM.

President Balducci reconvened the board meet at 12:10 PM.

ACTION: It was moved and seconded (Birney/Deets) to approve a merit increase for the Executive Director of five percent (5%) and an increase to the employer annual match from \$9,000 to \$9,500 to his 401(a) deferred compensation plan effective January 1, 2023.

The motion passed unanimously.

INFORMTION ITEMS

Included in the agenda packet was a new employee status report and a schedule of 2023 Executive Board and Operations Committee meetings.

OTHER BUSINESS

There was no other business brough before the board.

NEXT MEETING

The board will next meet on Thursday, January 26, 2023, 10:00 - 11:30 AM. This will be a hybrid meeting.

ADJOURN

The meeting adjourned at 12:15 PM.

Adopted this 26th day of January 2023.

Councilmember Claudia Balducci, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

Attachments:
eb2022-dec01-attendance

Executive Board Meeting - December 1, 2022

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

Attend

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

Attachment: eb2022-dec01-attendance (3637 : Approve Minutes)



Puget Sound Regional Council

CONSENT AGENDA

January 19, 2023

To: Executive Board

From: Josh Brown, Executive Director

Subject: **Approve Vouchers Dated October 31, 2022 through January 3, 2023 in the Amount of \$1,854,785.56**

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 2 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>
11/14/22 - 01/03/23	AP Vouchers	\$ 475,626.99
10/31/22 - 12/15/22	Payroll	\$ 1,379,158.57
		\$ 1,854,785.56

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



Puget Sound Regional Council

CONSENT AGENDA

January 19, 2023

To: Executive Board
From: Mayor Becky Erickson, Chair, Operations Committee
Subject: **Approve Contract Authority for Low Voltage Installation**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000 per year. A request is being made to authorize a contract for installation of low voltage cabling for PSRC's new office in an amount not to exceed \$121,000.

RECOMMENDED ACTION

Recommend that the Executive Board authorize the Executive Director to enter one or more contracts for low voltage installation in an amount not to exceed \$121,000.

BUDGET IMPACT

The adopted Biennial Budget and Work Program includes sufficient funds within the budget for the down payment that will be needed to secure the purchase of the low voltage cabling needed for PSRC's new office space. The remainder of the expenditure will be reflected in the biennial budget and work program proposal for Fiscal Years 2024-2025.

DISCUSSION

On July 28, 2022, the Executive board authorized the Executive Director to execute a lease for new office space at 12-1 3rd Avenue in downtown Seattle, effective January 1, 2024. The lease, as executed, requires the landlord to pay for the entirety of the construction-related tenant improvements. PSRC is responsible for certain improvements, such as cabling, required to ensure access to internet, computer networks, phones and web-streaming.

To save the time and expense of conducting an independent request for costs for the purchase and installation of low voltage cabling, pursuant to Chapter 39.34 RCW, PSRC will piggyback on the State of Washington's Master Contracts for office furniture. Using the cooperative purchasing statute will allow PSRC to benefit from the State's competitive process and pricing.

For more information, please contact Piset Khuon, Senior Information Technology Specialist, at (206) 971-3271 or pkhuon@psrc.org or Nancy Buonanno Grennan, Deputy Executive Director, at (206) 464-7527 or nbgrennan@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

January 19, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approve Authorizing a Change in the Regional Transportation Plan Project Status for WSDOT's I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project**

IN BRIEF

WSDOT has submitted a request to change the status of the I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project from "Candidate" to "Approved." Per PSRC's adopted procedures, requests to change a project status require Board action. At its meeting on January 12, the Transportation Policy Board recommended 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 WSDOT's I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) 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 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 project will add a new lane in each direction on I-405 between SR 522 and the SR 527 interchange to provide dual express toll lanes (ETL). The project will reconfigure and rebuild the SR 522 interchange, providing direct access between SR 522 and I-405. The existing SR 522 westbound to I-405 southbound ramp will remain. The reconfigured interchange will include a High-Occupancy Vehicle (HOV) direct connection in the center. The project will also construct direct access between I-405 and SR 527 in the vicinity of the SR 527 interchange.

Table 1 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

Review Criteria	I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project
Total Project Cost	\$550,382,167
Consistency with Regional Policies	This project is consistent with regional policy.
Benefit-Cost Analysis	Benefit-cost analysis for the project was conducted in June 2022, with a benefit-cost ratio between 6.85 and 9.78.
Environmental Documentation	NEPA Finding of No Significant Impact was issued in July 2021.
Other Planning Requirements	WSDOT has executed Interlocal Agreements with the City of Bothell, City of Kirkland, Community Transit, Parks and Recreation Division of King County, and Sound Transit.
Financial Feasibility	The project is fully funded with State funds from the Transportation Partnership Account, Move Ahead Washington and the 405/167 Express Toll account for a total cost of \$550,382,167 in 2022

Review Criteria	I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project
	year of expenditure dollars.
Air Quality Conformity	Approving this project will not change the region's air quality conformity determination.

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



Puget Sound Regional Council

CONSENT AGENDA

January 19, 2023

To: Executive Board
From: Mayor Dana Ralph, Chair, Transportation Policy Board
Subject: **Approve Consolidated Grant Competition Regional Rankings**

IN BRIEF

The Washington State Department of Transportation (WSDOT) is conducting its biennial Consolidated Grant Program competition to fund projects providing services to people with special transportation needs. PSRC's role in this process is to provide regional priority rankings for those projects submitted within the PSRC region. At its meeting on January 12, 2023, the Transportation Policy Board recommended approval of the recommendation developed by PSRC's Transportation Operators Committee.

ACTION

The Executive Board should approve the regional priority rankings for the WSDOT Consolidated Grant competition as found in Attachment A.

DISCUSSION

Every biennium WSDOT conducts a competition under the Consolidated Grant Program to distribute funding from a variety of federal and state sources for projects providing specialized transportation services, rural mobility improvements, and other public transportation programs.

As part of this program, WSDOT requests Regional Transportation Planning Organizations (RTPOs), like PSRC, provide regional priority rankings for the projects submitted from within their respective areas. Regional priority rankings add points to the overall project score in the statewide competition. PSRC has allocated 21 regional priority rankings to distribute.

WSDOT allows projects to use a ranking for two biennia, rather than only one biennium. The action taken by the board in 2021 for the 2021-23 biennium allowed eight projects to be allocated regional rankings that span into the 2023-25 biennium. Six of the projects used an A, B, or C ranking. More information about the projects already funded can be found in Attachment B.

As such, there are 15 remaining regional priority rankings to be distributed as part of the current competition:

- 5 “A” rankings = For purposes of this competition, WSDOT has indicated that “A” ranked projects will be fully funded. An “A” ranking has traditionally been awarded 50 points added to WSDOT statewide scoring.
- 5 “B” rankings = 25 points added to WSDOT statewide scoring.
- 5 “C” rankings = 12 points added to WSDOT statewide scoring.
- Unlimited “D” rankings = 0 points added to WSDOT statewide scoring.

PSRC provides regional priority rankings for King, Pierce, and Snohomish counties. Kitsap County participates in the Peninsula RTPO’s regional priority ranking process.

Staff worked with PSRC’s Special Needs Transportation Committee (SNTC), other stakeholders, and WSDOT to develop the process for assessing projects for regional priority rankings prior to the notice of funding availability issued in July of 2022. The evaluation process took into consideration four factors, many of which are derived from PSRC’s [Coordinated Mobility Plan](#), adopted in May 2022 as part of the Regional Transportation Plan. These factors included project type (preservation vs. new/expansion), addressing high-priority strategies that address needs and gaps identified in the Coordinated Mobility Plan, uniqueness of service, and financial sustainability. PSRC reviewed the applications submitted based upon these factors and presented the findings to the SNTC for their consideration in developing a recommendation on regional priority rankings.

Sixteen applications were submitted to PSRC and WSDOT by the October 27, 2022 deadline, totaling \$10.9 million in requests for the 2023-25 biennium. In addition, due to the provision to allow regional rankings to extend into the next biennium, these projects also represent \$8.3 million in requests for the 2025-27 biennium. The projects submitted consist of a mix of operating projects serving older adults, people with disabilities, other people with special transportation needs, mobility management programs, and one planning grant. Please see Attachment A for the full recommendation of projects receiving priority rankings.

The SNTC convened on December 6, 2022, to review the submitted projects. The committee reviewed the initial assessment results and discussed additional factors to take into consideration in their deliberation, including the following: geographical distribution of regional priority rankings, (including those already funded for the 2021-23 biennium), project types, agency equity, compelling cases for agencies with limited

resources, strategic application of federal/state funds, coordination, and acknowledgement of the importance of the largest county service providers.

The committee deliberated in a collaborative manner, crafting its recommendation to leverage resources across the region to support existing operating and mobility management programs; providing critical safety net services to priority populations, such as older adults and people with disabilities. The recommendation also incorporates regional priority rankings to expand these services in areas identified as needing mobility improvements and incorporates a key regional priority to develop a regional One-call/One-click program that supports mobility for people with special transportation needs in the region.

The motion to recommend the final package to PSRC's Transportation Operators Committee (TOC) was approved unanimously by the SNTC. The TOC conducted a vote-by-email, completed on December 19, 2022, and is forwarding the recommended regional priority rankings as identified in Attachment A.

For more information, please contact Jean Kim at (206) 971-3052 or jkim@psrc.org.

Attachments:

- A - Recommendation for WSDOT Consolidated Grant Regional Priority Rankings
- B - PSRC Region Projects Already Funded for 2023-25 Biennium

Attachment A: Recommendation for 2023-2025 WSDOT Consolidated Grant Regional Priority Rankings for PSRC Region

Sponsor	Project Title	Project Description	County	Sustaining, Expansion, or New	Project Type	Amount of Funds Requested 2023-25	Amount of Funds Requested 2025-27	2-yr	4-yr	Recommended Priority Ranking
CCSWW - Pierce County	Pierce County Volunteer Transportation Services	VTS provides door-through-door transportation to medical, grocery shopping and other necessary appointments to low-income seniors and adults with disabilities (18-59) who don't qualify for Pierce Transit Shuttle, Paratransit services or who live in a rural area of Pierce County where public transportation isn't available.	Pierce	Sustaining	Operating	\$ 319,975	\$ 351,972		X	A
Mt. Si Senior Center	Sustain Snoqualmie Valley Transportation	We will provide ADA accessible demand response services and deviated route services to transit-dependent individuals in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and Monroe. Operating hours are M-F, 5:00 AM until 9:00 PM.	Multi (King, Snohomish)	Sustaining	Operating	\$ 1,110,971	\$ -	X		A
Pierce County Human Services	Beyond the Borders	The scope will sustain accessible demand & deviated fixed route transportation for special needs riders who live or travel to unincorporated rural & suburban locations in east & south Pierce County who don't receive service from Pierce Transit (PT). Special needs clients served by include seniors, low-income, persons w/ disabilities & youth 5-17.	Pierce	Sustaining	Operating	\$ 1,950,878	\$ 2,072,982		X	A
Puget Sound Educational Service District (PESD)	Road to Independence	The RTI program serves special needs individuals in rural south King and east Pierce counties, where there is little or no public transportation. The program contributes to economic development and enhances quality of life by providing: Certified Driver License (CDL) training and licensing so low-income individuals may obtain a family wage jobs.	Multi (King and Pierce)	Sustaining	Operating	\$ 676,000	\$ 811,200		X	A
Sound Generations	Hyde Shuttle	To provide operating funding assistance to sustain a community-based paratransit service for seniors and people with disabilities in urban, suburban and rural King County who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	King	Sustaining	Operating	\$ 2,093,007	\$ 2,146,941		X	A
CCSWW - Snohomish County	Disabled Veteran's Transportation	Sustain the Disabled Veterans Transportation program that provides disabled veterans living in Snohomish County with no-cost transportation to medical, dental and other essential appointments five days a week.	Snohomish	Sustaining	Operating	\$ 50,396	\$ -	X		B
Hopelink	Mobility Management in King County	Provides staffing, planning, & operational support for King County's mobility coalitions, implements prioritized mobility projects, & conducts outreach to targeted populations. The project increases the efficiency & effectiveness of specialized transportation services via collaborative efforts while building & maintaining successful relationships.	King	Sustaining	Mobility Management	\$ 965,807	\$ 1,016,318		X	B
King County Metro Transit	Sustain Community Shuttles for Seniors and People with Disabilities in King County	Provide operating funds to support the continuation of the Hyde Shuttle, a community-based paratransit service for seniors and people with disabilities in urban and suburban King County who are unable to use the bus or ADA paratransit service because they lack access, cannot afford the fare, not eligible for ADA service, or too frail to use it.	King	Sustaining	Operating	\$ 609,018	\$ 669,920		X	B
Northshore Senior Center	Northshore Senior Center Transportation	Northshore Senior Center Transportation will provide demand-response service to seniors and persons with disabilities in Bothell, in King and Snohomish Counties, and in Kirkland, Woodinville, Kenmore, Lake Forest Park, with trained Drivers operating lift-equipped vehicles, including our Adult Day Health program, and our Meal Delivery program.	Multi (King, Snohomish)	Sustaining	Operating	\$ 130,370	\$ 137,500		X	B
United Way of Pierce County	South Sound 2-1-1	Preserve existing South Sound 211 Transportation Resource Center (SS211 TRC) operations, the centralized intake service for special needs transportation, providing the access point for the special needs population to learn about all available mobility options in Pierce County, apply for rides, and receive one-on-one navigation assistance.	Pierce	Sustaining	Mobility Management	\$ 309,058	\$ 345,522		X	B
Homage	Deviated Fixed Route from Darrington to Smokey Point	To offer a deviated, fixed-route transportation solution between Arlington and Darrington (which would be fully ADA accessible) to improve public transportation services and connect these communities. The current service provided is insufficient in the times the route is offered and does not offer deviated pick-up for disabled people.	Snohomish	New	Operating	\$ 605,000	\$ -	X		C
Hopelink	Central Puget Sound One-Call/One-Click	This project maintains and improves a One-Call/One-Click system to provide multimodal trip planning and referral system for special needs populations in the Puget Sound region. It will ensure the community has access to a one-stop shop for their transportation needs while increasing the efficacy of existing special needs transportation services.	Multi (King, Pierce, Snohomish)	Sustaining	Mobility Management	\$ 583,561	\$ 584,539		X	C

Attachment: A - Recommendation for WSDOT Consolidated Grant Regional Priority Rankings (3626 :

Sponsor	Project Title	Project Description	County	Sustaining, Expansion, or New	Project Type	Amount of Funds Requested 2023-25	Amount of Funds Requested 2025-27	2-yr	4-yr	Recommended Priority Ranking
Hopelink	Regional Alliance for Resilient and Equitable Transportation (RARET)	This grant is to provide the staffing, short- and long-term planning, and operational support for the Regional Alliance for Resilient and Equitable Transportation (RARET) workgroup whose goal is to increase life-sustaining transportation services available to specialized populations during an emergency in the Central Puget Sound region.	Multi (King, Pierce, Snohomish)	Sustaining	Mobility Management	\$ 191,282	\$ 206,141		X	C
Mt. Si Senior Center	SVT - Expansion to Weekend Svc.	To provide weekend ADA accessible demand response services and deviated route services to transit-dependent individuals in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and Monroe. Operating hours are Saturday and Sunday, 6:00 AM - 8:00 PM.	King	Expansion	Operating	\$ 677,088	\$ -	X		C
Sound Generations	Hyde Shuttle - Eastside	To provide operating funds to start a community-based paratransit service for seniors and people with disabilities in Bellevue, Kirkland, and Redmond who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	King	Expansion	Operating	\$ 577,600	\$ -	X		C
Transportation Choices Coalition (TCC)	Regional Mobility Survey for Priority Populations	The Regional Mobility Survey will be a statistically significant survey to understand the mobility gaps of people with disabilities, older adults, youth, low income, people of color, rural communities and other priority populations within Snohomish, King, and Pierce counties that allows comparison across the region and time.	Multi (King, Pierce, Snohomish)	New	Planning	\$ 80,000	\$ -	X		D
TOTAL						\$ 10,930,011	\$ 8,343,035			

Attachment: A - Recommendation for WSDOT Consolidated Grant Regional Priority Rankings (3626 :

Attachment B: PSRC Region Projects Already Funded for 2023-2025 Biennium in 2021

Sponsor	Project Title	Project Description	County	Sustaining, Expansion, or New	Project Type	Amount of Funds Awarded 2023-25	Final Priority Ranking
Catholic Community Services of King County	Continue to Preserve Volunteer Services' (VS) King County Volunteer Transportation Program	Provides a free of charge service to low-income older adults and adults with disabilities who do not qualify for state-paid chore services. Transportation services are provided throughout King County and prioritize special-needs populations and individuals who live in poverty.	King	Sustaining	Operating	\$ 111,576	A
Homage Senior Services	Homage Transportation Assistance Program-Operating	Sustains the demand-response transportation service to bring populations of older individuals, persons with disabilities, and individuals with low income to a myriad of essential service, including, but not limited to medical appointments, congregate dining, and other social services.	Snohomish	Sustaining	Operating	\$ 1,446,188	A
Pierce County Human Services	Mobility Management Pierce County	Sustains staffing of the Pierce County Coordinated Transportation Coalition (PCCTC) which provides Mobility Management (MM) leadership to Pierce County and the region. Their primary focus is to find solutions for special needs riders who are facing transportation challenges.	Pierce	Sustaining	Mobility Management	\$ 184,000	B
Workforce Snohomish	Snohomish County Transportation Coalition (SNOTRAC)	Provides staffing, planning, and operational support for the Snohomish County Transportation Coalition (Snotrac) and support for subregional coalitions; assists in implementing locally prioritized mobility management projects; and conducts outreach to targeted special needs populations.	Snohomish	Sustaining	Mobility Management	\$ 203,280	B
Homage Senior Services	Homage Pay Your Pal Operating	Sustains Homage's existing volunteer transportation program in rural and extreme rural areas of Snohomish County. This program serves seniors and disabled citizens who utilize friends, family, neighbors to transport them to and from work, medical, and educational appointments.	Snohomish	Sustaining	Operating	\$ 83,308	C
Homage Senior Services	Homage Transportation Assistance Program- Operations Expansion	Expands the hours of service and days of service to better meet the demand of the communities served as well as better match the hours of public transportation. TAP also is seeking funding to better serve more rural areas of the county, mostly the eastern side of Snohomish County, including Darrington and Granite Falls.	Snohomish	Expansion	Operating	\$ 372,229	C
Homage Senior Services	Homage TAP Outreach	Sustains the TAP Outreach program, which highlights the transportation service options of those in need in Snohomish County. The services highlighted will include those in PSRC, SNOTRAC, RARET, and the NCTC geographic areas.	Snohomish	Sustaining	Mobility Management	\$ 116,382	D
Pierce Transit	Special Needs Transit Connector	Implements phase II of an on-demand service using a contract-transportation provider to provide transit connections for elders, those with special needs and those with limited mobility in the 2- to 5-mile boundary around Route 1 in the Parkland-Spanaway-Midland area.	Pierce	Expansion	Operating	\$ 294,895	D
TOTAL						\$ 2,811,858	

Attachment: B - PSRC Region Projects Already Funded for 2023-25 Biennium (3626 : Consolidated Grant



Puget Sound Regional Council

CONSENT AGENDA

January 19, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

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

IN BRIEF

Five agencies submitted ten projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various funding processes, such as the Connecting Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, consistency with VISION 2050 and the Regional Transportation Plan. At its meeting on January 12, the Transportation Policy Board recommended adoption of the amendment.

RECOMMENDED ACTION

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

DISCUSSION

Under the Infrastructure Investment and Jobs Act (IIJA), PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), 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 is a request from Community Transit for modifications to PSRC's FTA funds for this amendment. The modifications were found to be consistent with PSRC's project tracking policies, were reviewed and recommended by the Transportation Operations Committee (TOC) after an online vote, and completed on December 2, 2022.

Community Transit requests a redistribution of \$3,912,082 in federal fiscal year (FFY) 2022 FTA earned share funds between two current TIP projects. Redistribution is needed because the FTA determined Community Transit cannot utilize the federal funding in the "RideStore Rehab at Lynnwood Transit Center" project, as the project had proceeded too far in design prior to completion of environmental approvals.

Therefore, Community Transit requests to redistribute funds from its "RideStore Rehab at Lynnwood Transit Center" project to its "Transit Revenue Vehicles 2021-2022 " project. The scope will be expanded to purchase three additional vehicles. After the federal funds are removed, Community Transit will proceed with the "RideStore Rehab at Lynnwood Transit Center" project using local funds.

Federal and State Fund Source Descriptions

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

5337	Federal Transit Administration State of Good Repair Program, distributed through PSRC
BR	The Local Bridge Program provides funding for eligible bridges on public roads
CWA	State Connecting Washington Account
CSRF	State Coronavirus State Fiscal Recovery Fund for all federal moneys from the American Rescue Plan
MAW	Move Ahead Washington funds
MVA	State funds from the Motor Vehicle Account
HSIP	WSDOT-managed Highway Safety Improvement Program
NHFP	Provides funding to improve the efficient movement of freight on US highways that are part of the National Highway Freight Network (NHFN)
NHPP	Provides support for the condition and performance of the National Highway System (NHS)
STBG	Surface Transportation Block Grant Program funds used for state highway system preservation and interstate reconstruction

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

Attachments:
Exhibit A

Month: January

Year: 2023

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed						
			Project Tracking	New Project/Phase	UPWP Other	Amend			
1. Community Transit	Transit Revenue Vehicles 2021-2022 Existing project redistributing funds from <i>CT-73: RideStore Rehab at Lynnwood Transit Center</i> to <i>CT-69: Transit Revenue Vehicles 2021-2022</i> for purchasing replacement and expansion buses.	\$3,912,082	Federal	5337	HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$978,020	Local						
		\$4,890,102	Total						
2. Seattle	15th Ave and Leary Way Bridge New project programming preliminary engineering and construction phases to perform a seismic retrofit of the existing 15th Ave NW and NW Leary Way bridge. Work includes expansion, replacement, and strengthening the existing cap beams; column reinforcement; spread footings; and bridge abutments.	\$4,517,300	Federal	BR		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,466,153	Local						
		\$5,983,453	Total						
3. Sound Transit	Commuter Rail Project: Seattle to Lakewood Existing project programming a construction phase to expand capacity on the Sounder South line between Seattle and Lakewood. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$10,000,000	Federal	Other		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$27,651,000	Local						
		\$37,651,000	Total						
4. Tacoma	Tacoma Tidelands-Port of Tacoma Strategic Emergency Response/ITS Improvements New project programming a preliminary engineering phase to establish an intelligent transportation system network across the Tacoma Tidelands / Port of Tacoma area.	\$1,000,000	Federal	NHFP		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$250,000	Local						
		\$1,250,000	Total						
5. Tacoma	34th Street Deck Repair & Seismic Retrofit New project programming preliminary engineering, right-of-way, and construction phases to complete preventative maintenance on the 34th Street bridge, including replacement of the seismically vulnerable rocker bearings supporting the structure, correction of sidewalk deficiencies, installation column fiber wrapping, and addition a structural steel handrail and a guardrail.	\$7,220,000	Federal	BR		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,000,000	Local						
		\$8,220,000	Total						

Attachment: Exhibit A (3624 : Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	UPWP Other	Amend	
6. WSDOT Northwest Region	SR 509/28th/24th Ave S to S 188th St - SR 509 Completion Stage 2 Existing project programming a construction phase to widen SR 509 between 24th/28th Ave S and S 88th St and add toll lanes. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$120,981,108	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$191,059,853	MAW				
		\$65,366,280	State				
		\$13,340,057	Local				
		\$390,747,278	Total				
7. WSDOT Northwest Region	SR/524 Scriber Creek to Swamp Creek - Fish Passage New project programming preliminary engineering, right-of-way, and construction phases to remove the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$539,940	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,711,732	CSRF				
		\$238,472	MVA				
		\$5,490,144	Total				
8. WSDOT Northwest Region	SR 522/Thornton Creek - Fish Passage New project programming preliminary engineering, right-of-way, and construction phases to remove the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$356,127	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$18,964,428	CSRF				
		\$5,514,883	MVA				
		\$24,835,438	Total				
9. WSDOT Olympic Region	SR 303/Port Washington Narrows Bridge - Bridge Painting New project programming preliminary engineering and construction phases to clean and paint the SR 303 Port Washington Narrows Bridge.	\$14,180,880	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$367,790	MVA				
		\$14,548,670	Total				
10. WSDOT Olympic Region	SR 7/260th St E to SR 507 Intersection - Roundabouts & Paving New project programming preliminary engineering, right-of-way, and construction phases to construct three single-lane roundabouts on SR 7 at the intersections of 260th St E, south of 224th St E, and SR 507. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$3,719,774	Federal HSIP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,491,239	Federal STBG				
		\$5,470,007	Federal NHPP				
		\$1,024,266	MVA				
		\$14,705,286	Total				



Puget Sound Regional Council

ACTION ITEM

To: Executive Board

From: Josh Brown, Executive Director

Subject: **Equity Advisory Committee Update**

IN BRIEF

The inaugural Equity Advisory Committee (EAC) cohort has been successful in moving equity initiatives forward at PSRC. The Executive Board will be briefed on the outreach process for new EAC members and will be asked to provide comment on the proposed roster.

RECOMMENDED ACTION

The Executive Director recommends that the Executive Board act to approve the proposed roster for the Equity Advisory Committee.

DISCUSSION

Equity is a key policy area in [VISION 2050](#), the region's long-range plan for growth. VISION 2050 calls for PSRC to develop a plan and commit resources for an equity advisory group that can provide feedback on and help implement the Regional Equity Strategy.

The EAC was officially formed in November of 2021. Over the past year, the EAC has provided input on numerous PSRC initiatives including the Regional Transportation Plan, Regional Housing Strategy, and Regional Equity Strategy. At the end of 2022, there were five EAC members who either stepped down, or had fulfilled their single-year term commitment.

Over the course of Fall 2022, PSRC conducted outreach for the Equity Advisory Committee. As a result of this outreach, PSRC received 13 applications from across the

region. Staff developed a rubric to guide the application review process with current EAC members, who shared their insights from serving on the EAC, to help select 9 interviewees. Applications were evaluated based on the quality of their responses, experience reducing racial inequities, connection to community, etc. The Executive Board will hear an overview of the outreach and selection process.

Currently, the EAC includes a proposed roster consisting of 19 members, representing a range of experiences and expertise related to equity issues. The five new members proposed for the 2023 cohort include:

King County

- **Annie Tran** | Pronouns: she/they | Race/Ethnicity: Chinese and Vietnamese

Annie grew up in the Seattle-area and currently lives in Shoreline. Her experience in local government and non-profits are centered around civic engagement processes relating to local economic development, advancing democracy, and protecting the environment. She is passionate about removing barriers to participation and community building.

- **Julia Jannon-Shield** | Pronouns: she/her | Race/Ethnicity: Black/African American

Julia is a Seattle resident who currently serves as Community Engagement & Co-Creation Program Lead for the Office of Equity & Social Justice in King County. Her career has been based around roles and organizations that lead anti-racist initiatives, engage minoritized communities, serve as liaisons, and challenge government to re-imagine our cities, policies, transportation systems, and public spaces designed with underrepresented peoples in mind.

- **Thanh Nguyen** | Pronouns: she/her | Race/Ethnicity: Chinese and Vietnamese

Thanh is a Kent resident whose expertise is in language access and community engagement. Her experience in organizing focuses on AAPI, immigrant, low-income, and unhoused communities, as well as those living with disabilities. Through her community work, Thanh has helped reduce racial inequities by advocating for funding and resources for the unhoused community, stronger tenant right protections, and community outreach culturally tailored and language accessible for Seattle's Comprehensive Plan. Thanh is currently working to support community-based affordable housing and a culturally relevant business action plan in response to light rail expansion in Kent.

Pierce County

- **Julius Moss** | Pronouns: he/him | Race/Ethnicity: Black/African American

Julius currently lives in Southeast Tacoma, and his research focuses on identifying and dismantling systemic socioeconomic mobility barriers through

higher education access. Recently, he defended his dissertation which described how organizational change impacted academic success rates of Black men enrolled at a local Pierce County community college district.

Snohomish County

- **Autrina Martindale** | Pronouns: she/her | Race/Ethnicity: Black/African American

Autrina currently lives in Marysville and has built a lengthy career in financial planning and literacy with a focus on moving people of color toward greater equity. Her current work focuses on researching and developing innovative ways to impact institutional leadership and create solutions for long-term sustainable equity and advocacy for all people.

On January 26, 2023, PSRC will discuss the outreach and selection process and recommend the Board act to approve moving forward with these applicants as members of the Equity Advisory Committee.

NEXT STEPS

The Equity Advisory Committee will continue to meet on the first Thursday of each month. The first and second quarters of 2023 will focus on the Equity Pilot Program Project Selection Program for Federal Highway Administration funding.

For more information, please contact Charles Patton at cpatton@psrc.org or Noah P. Boggess at nboggess@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

January 19, 2023

To: Executive Board

From: Josh Brown, Executive Director

Subject: **Housing Monitoring Report and Public Opinion Survey**

IN BRIEF

Supporting local housing implementation was identified as priority in VISION 2050. Last year, PSRC adopted a Regional Housing Strategy and took several steps toward implementation including a survey of local jurisdictions and a public opinion poll. Staff will brief the board on recent housing data and the poll results. Staff will look for board feedback about how this data can help advance housing solutions and guidance for the Growth Management Policy Board's 2023 housing work.

DISCUSSION

The Executive Board adopted the Regional Housing Strategy in February 2022 to provide a playbook of regional and local actions to preserve, improve, and expand housing stock in the region. The aim is to make a range of affordable, accessible, healthy, and safe housing choices available to every resident and to promote fair and equal access to housing for all people. The strategy identifies roles for PSRC, cities, counties, and other stakeholders to implement the strategy, with a focus on providing resources and support for the 2024 local comprehensive plan updates.

By providing data, guidance, and technical assistance, PSRC supports jurisdictions in their efforts to adopt best housing practices and establish coordinated local housing and affordable housing targets.

2022 Monitoring Report

The Regional Housing Strategy calls for PSRC to develop a framework to track performance and outcomes over time and identify challenges or barriers, in consultation

with jurisdictions and other stakeholders. The [2022 Monitoring Report](#) provides a snapshot of key housing measures in the region as well as longer term trends.

Following the development of the Regional Housing Needs Assessment, this is the first monitoring report to look at how regional housing is changing. PSRC will review data annually and periodically, depending on data type and source.

Data Measures & Key Findings

Data analysis shows that more is being done to address housing access and affordability than past decades but given the scale and scope of the housing crisis, the region needs to do even more. Historic investments and changes are needed to see significant improvements and get the region closer to the VISION 2050 goal of providing a range of affordable, accessible, healthy, and safe housing choices to every resident.

Data analysis for monitoring includes measures based on sources that can be reliably maintained and updated over time, such as the US Census Bureau, Office of Financial Management, CoStar, Zillow, and other common data sources. A racial equity lens is applied to monitoring efforts to continue to assess racial disparities in housing. Data from PSRC's Income Restricted Housing database will also inform implementation monitoring, as well as case studies to highlight best practices in programming and partnerships.

Housing affordability

General affordability measures include median rent and home price, cost burden, and the Housing Affordability Index (HAI). The most recent data for these measures provide more information on the early impacts of the pandemic on housing costs and production. Key findings include:

- **Middle density housing continues to provide less costly ownership opportunities**
- **There is increased difficulty for prospective first-time buyers to own a home**

Supply: Build more housing of different types.

Supply measures include housing production in relation to population growth, housing production near transit and job centers, production of middle density housing, and the availability of rental and ownership units. Key findings include:

- **The uptick in housing production is helping to correct the backlog, but more units are needed**
- **There is opportunity for future housing production near transit**

Stability: Provide opportunities for residents to live in housing that meets their needs.

Stability measures include the use of local tenant protections and displacement mitigation, income restricted housing in proximity to transit and other components of opportunity, and access to homeownership for BIPOC households, specifically home loan denials by race/ethnicity. Key findings include:

- **Greater intervention is needed to create and preserve affordable housing**
- **There continue to be disparities in home ownership between white and people of color households, even when controlling for income**

Subsidy: Create and sustain long-term funding sources to create and preserve housing for very low-income households and unhoused residents.

Subsidy measures will highlight case studies on coordination with major employers and other public-private partnerships.

- **Despite facing competing demand on cities' limited tax bases, local jurisdictions are pooling funds to create long-term funding sources for affordable housing**
- **Partnership is a critical component of sustainable affordable housing funding**

Housing Public Opinion Poll

To learn more about public opinions on housing, PSRC and the state Department of Commerce collaborated and contracted with consulting firm PRR to develop and conduct a statistically valid public opinion poll. PRR surveyed individuals from the four counties in the central Puget Sound region and eight additional counties in eastern and western Washington. The survey collected responses from 4,329 people conducted October 15 to November 6, 2022,

This collaborative effort allows for a better understanding of the public interest in housing strategies both within the PSRC region and statewide. The number of responses is sufficient to look at the region as a whole and major subareas, as well as to assess demographic differences, such as age, housing tenure, and income. Survey results will aid PSRC in the implementation of housing strategies and provide useful information for local governments as they update the housing elements of their comprehensive plans.

The [survey report](#) is posted on PSRC's Regional Housing Strategy webpage. A few of the key findings from the report include:

- **The Cost of Housing is a Top Issue Across the State**

The survey found people universally share deep concerns about access to and the affordability of housing. People say that more housing is needed and government agencies need to step up to do more. Housing costs/rent and homelessness were ranked as the two top issues facing Washington state today, ahead of crime, transportation, or the economy. People responded that housing costs (75%) and rents (77%) are too high.

- **Housing is Hard to Find and Discrimination Continues**

Many people, 49%, say it is difficult or very difficult for them personally to find affordable housing that meets their needs and 74% identified experiencing one or more challenges in finding housing, including increased rents, lack of income, or having to live further from work to afford housing. Eight percent of respondents said that they had dealt with eviction or foreclosure.

While redlining and discrimination of the past are prohibited, a surprising number (7%) indicated they had trouble finding housing due to discrimination. A recent [King 5 Television story](#) illustrates how discrimination continues to impact housing in our region.

- **Housing can Strengthen Communities; Support for Middle Housing**

People say more reasonably priced housing is needed in their communities (83%) and 78% say they want more housing options for people in their communities, including seniors, teachers, firefighters, childcare workers, and health care workers. Additionally, while communities often hear concerns about growth, 80% of those surveyed say that more housing, if done well, is likely to make their community better.

People prefer new housing in walkable neighborhoods. When asked to choose between two options, 74% say they would prefer new housing to be in walkable neighborhoods near town centers rather than further from existing centers.

There was widespread support for “Middle Housing.” People thought that that multifamily housing like triplexes should be allowed in single-family zones if they meet the standards of the zone (58% agree) and 66% say their community needs more diverse and affordable types of housing.

Additional results and details are available in the survey report.

Housing Innovations and Tools Survey (HITS)

PSRC fielded a survey – the Housing Incentives and Tools Survey— to local jurisdictions to better understand what housing tools are being used and which are having the biggest impact on increasing housing development and affordability. Fielded over summer 2022, the survey builds off a [2019 survey](#) and is intended to capture recent local actions, incentives adopted since 2019, changes made to zoning and development codes and regulations, and successes, challenges, and opportunities for local jurisdictions in implementing housing strategies. PSRC coordinated with King County and Snohomish County to ensure that the survey corresponds with similar local survey efforts.

PSRC staff are completing the final report on the survey, which will be presented to the Growth Management Policy Board at an upcoming meeting. A few preliminary findings include:

- A majority of cities are completing zoning changes to encourage the development of more housing

- Many cities are taking advantage of state funding to complete Housing Assistance Programs
- The Multifamily Tax Exemption (MFTE) continues to be among the strongest and most actively used housing incentives
- More cities have adopted or are considering parking reduction strategies, particularly for affordable units and ADUs
- Regional partnerships provide value and resources to cities that they might not otherwise be able to access: A Regional Coalition for Housing (ARCH), South King Housing and Homelessness Partners (SKHHP), the Alliance for Housing Affordability (AHA) and South Sound Affordable Housing Partners (SSHA3P)

Complete findings and analysis of the 2022 Housing Incentives and Tools Survey are expected to be available next month.

PSRC is partnering with Commerce to host a webinar in February to aid jurisdictions on how to incorporate the requirements of HB 1220 into their local comprehensive plan updates. Much of PSRC's housing work in 2023 and 2024 will focus on supporting local plan updates.

After the 2024 major periodic update to local comprehensive plans, PSRC will work with stakeholders to review and update the Regional Housing Strategy based on the results of the monitoring program and gaps and opportunities identified through regional and local work.

For more information, please contact Paul Inghram, Director of Growth Management, at (206) 464-7549 or PInghram@psrc.org, or Laura Benjamin, Principal Planner, at LBenjamin@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

January 19, 2023

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Climate Change Implementation Strategy**

IN BRIEF

The Executive Board has been briefed on the work to develop a 2030 climate analysis, identified in the Regional Transportation Plan, as an implementation item due by the end of 2022. In December, the board was briefed on the results of the analysis and various sensitivity tests conducted to evaluate potential additional strategies towards meeting the region's climate goals. At the meeting on January 26, 2023, additional background and documentation on the analysis and performance metrics will be provided, including preliminary results of a hybrid combination of selected levers.

DISCUSSION

The [Regional Transportation Plan](#) (RTP) identifies numerous implementation items, covering all of the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners. An analysis of 2030 greenhouse gas emissions comparing the region's climate goals was scheduled for completion by December 2022.

Since 2010, PSRC adopted a Four-Part Greenhouse Gas Strategy (addressing land use, transportation choices, pricing and technology) and conducted a climate analysis for the horizon year of the RTP. The most recent analysis forecasted emissions and applied the strategy to a horizon year of 2050. The plan further calls for PSRC to develop an interim year transportation network, conduct a 2030 analysis, and to continue to work with partner agencies, which includes the Puget Sound Clean Air Agency, to develop a climate implementation strategy for achieving climate goals and monitor progress.

Over the last several months, the Transportation Policy and Executive Boards have been briefed on the status of this work and provided feedback on proposed sensitivity tests to analyze potential impacts of additional strategies within the framework of the Four-Part Greenhouse Gas Strategy. These levers included various road usage charge scenarios, acceleration of high-capacity transit expansions, additional transit service, adjustments to roadway capacity expansion, percentages of electric vehicles, and work from home levels. In December, the boards were provided preliminary analysis results of the 2030 plan, compared to the 2030 climate goals, and an assessment of the various sensitivity tests for further implementation possibilities.

At the meeting on January 26, 2023, staff will provide additional background and performance metrics on the sensitivity tests, as well as preliminary analysis results of a hybrid combination of key levers with the greatest potential to reduce emissions. Discussion of further analyses and next steps towards an implementation strategy will also be held in January.

A more detailed report containing additional information on the analysis is provided as Attachment A.

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

Attachments:

Att A_012623 EB_2030 Climate Analysis Background



Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN

2022–2050

2030 Climate Analysis – Background Documentation and Analysis Results Review Draft

January 2023

Attachment: Att A_012623 EB_2030 Climate Analysis Background (3632 : Climate Change Implementation Strategy)

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Attachment: Att A_012623 EB_2030 Climate Analysis Background (3632 : Climate Change Implementation Strategy)

Introduction

Since 2010 PSRC has had an adopted Four-Part Greenhouse Gas Strategy and conducted a climate analysis for the horizon year of the [Regional Transportation Plan](#) (RTP). The most recent analysis forecasted emissions and applied the strategy to a horizon year of 2050. The plan further calls for PSRC to develop an interim year transportation network and conduct a 2030 analysis, and to continue to work with partner agencies including the Puget Sound Clean Air Agency to develop a climate implementation strategy for achieving the climate goals and to monitor progress.

Over the last six months PSRC has worked with the region's transit agencies to develop the necessary inputs for a 2030 transportation network analysis. In addition, staff has received feedback from the Transportation Policy and Executive Boards on various sensitivity tests that can be modeled to analyze potential impacts of additional strategies within the framework of the Four-Part Greenhouse Gas Strategy. These levers include various road usage charge scenarios, acceleration of high-capacity transit expansions, additional transit service, adjustments to roadway capacity expansion, percentages of electric vehicles in the regional auto fleet, and work from home levels.

Preliminary results of the 2030 analysis and sensitivity testing have been shared with the boards, and this document provides additional background and additional performance metrics such as delay, transit ridership and vehicle miles traveled.

Four-Part Greenhouse Gas Strategy

Land Use: VISION 2050 regional growth strategy

Choices: Expanded and integrated regional transit network, active transportation and other multimodal investments

User Fees: State facility tolls, transition to road usage charge in later years

Technology: Shift to zero emission vehicles, Clean Fuels Standard, etc.

Climate Goals and Regional Inventory

The climate goal adopted in VISION 2050 is for the region to substantially reduce emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency: 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050.

The regional greenhouse gas emissions inventory has recently been updated as part of the multi-agency Puget Sound Regional Emissions Analysis (PSREA) project. The project provides a set of consistent, comprehensive, and up to date emissions data and analysis for all four counties in the region. It also provides for innovative tools to advance local climate actions, including a "wedge" planning tool that allows users to explore the various sources of emissions and to customize scenarios to achieve further reductions across each sector into the future – from transportation, buildings, land use, refrigerants, waste, and wastewater.

Results from the project show significant emission reductions in the coming years from new local, state, and federal energy policies and substantial investments from the federal and state governments. However, it also shows the need for additional actions by local governments, industries, businesses, and residents to accelerate further emissions reductions.

Information on each county's updated greenhouse inventory and report may be found below:

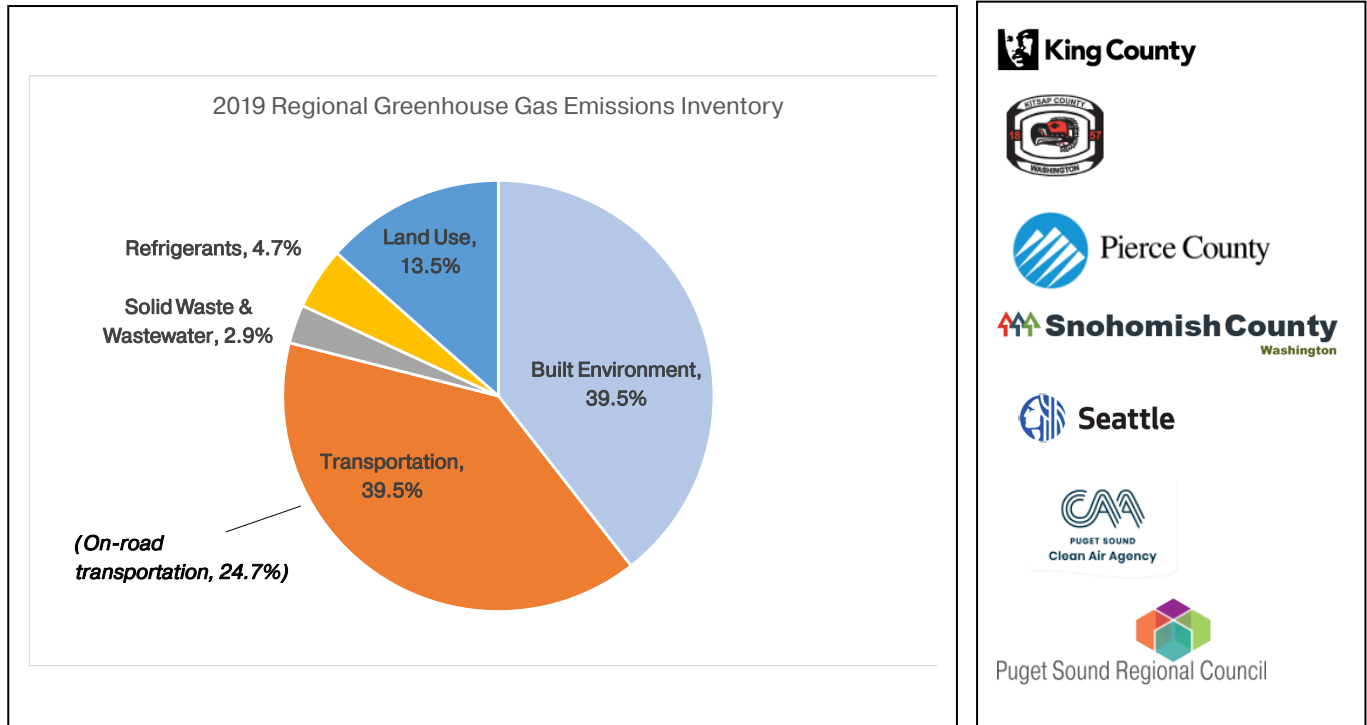
King County: <https://kingcounty.gov/services/environment/climate/actions-strategies/strategic-climate-action-plan/emissions-inventories.aspx>

Kitsap County: https://www.kitsapgov.com/dcd/Pages/Climate_Change_Resiliency_KC.aspx

Pierce County: <https://www.piercecountywa.gov/2058/Sustainability-2030>

Snohomish County: *pending publication*

Puget Sound Regional Emissions Analysis Project



Assumptions and calculations used in the PSREA analysis are carried forward into PSRC’s 2030 climate analysis. In particular, since PSRC’s analysis addresses on-road transportation emissions only – i.e., from cars and trucks –the assumptions from recent state actions such as the clean fuel standard, zero emission vehicles rules, and the cap and invest program are drawn directly from the PSREA calculations for consistency. More details on these assumptions are provided in later sections of this document.

PSRC Models and Tools

[Appendix I](#) of the Regional Transportation Plan (RTP) provides an overview of the full suite of PSRC forecasting tools used to model the plan and generate the evaluation metrics used to evaluate outcomes.



Figure 1. PSRC Model Suite

In addition, detailed information is available on PSRC's [Data](#) web pages describing the various tools and data products used in PSRC's modeling. For example, there is a wide breadth of information available on PSRC's [SoundCast](#) transportation forecasting model, including a user guide, information on the design and calibration of the model, and various components such as how mode choice is determined.

The full background on the suite of modeling and analysis tools will not be duplicated in this background document, but a few key components pertinent to the 2030 climate sensitivity tests are described further below, within the framework of the Four-Part Greenhouse Gas Strategy.

Land Use: Regional Macroeconomic Model and Forecast

The Puget Sound Regional Macroeconomic Model was used to produce PSRC's 2018 Regional Macroeconomic Forecast, which establishes long-range regional growth assumptions for population, households, and employment out to the year 2050. The regional forecast values serve as control totals for developing the population and employment growth allocations by county and regional geography that define the Regional Growth Strategy. The regional forecast and subregional growth assumptions then serve as key inputs to the UrbanSim land use model.

- The region is projected to grow by 700,000 people (19%) and 362,000 jobs (23%) between 2018 and 2030.

Land Use: UrbanSim Model

UrbanSim is a microsimulation model that predicts land development and the location choices of households and jobs over time at the land parcel level. PSRC used its UrbanSim model as a tool for modeling the VISION 2050 Regional Growth Strategy at a sub-jurisdictional level of geography. The UrbanSim output also serves as inputs to the regional travel demand model and other supplemental analyses.

- Jurisdiction-level growth assumptions are derived from the county and regional geography level growth allocations for the Regional Growth Strategy in conjunction with locally developed growth targets.
- Development parameters in the model were established based on local comprehensive plans and zoning regulations circa 2015/2016, with selected updates for major rezones. The model does not yet account for anticipated future plan and zoning updates, such as updates that may be expected at transit station areas to support transit-oriented development or through local comprehensive plan periodic updates, required by December 2024.

Transportation Choices and Pricing: SoundCast Travel Demand Model

PSRC has developed a customized set of software programs and mathematical procedures to simulate current and future travel patterns and conditions within the central Puget Sound region. These programs and procedures are collectively referred to as the SoundCast travel model.

PSRC used its SoundCast travel model to analyze the transportation-related impacts of the RTP. SoundCast is an activity-based model that represents how individual people travel to conduct their daily activities. Modeled performance of the transportation system is the result of complex interactions over time produced by assumptions about the location and nature of development, and the cost and accessibility of transportation choices and infrastructure.

The current SoundCast model operates on a 2018 base year which captures the existing development patterns and transportation infrastructure at that time along with key variables validated against PSRC's most recent Regional Household Travel Survey, described below.

- For the travel demand analysis conducted on the RTP, a distribution of parcel level population, household, and employment in the years 2030 and 2050 from the UrbanSim model representing the VISION 2050 Regional Growth Strategy comprise the key land use assumptions.
- The set of transportation projects and policies listed and described in the RTP provide the future transportation network assumptions used by SoundCast for this analysis.
- The SoundCast model is a state of the practice tool that was thoroughly peer-reviewed by a panel of national travel modeling experts funded through the Travel Model Improvement Program (TMIP) sponsored by the US Department of Transportation.
- SoundCast is an activity based modeling tool that is responsive to changes in both land use and transportation inputs

Transportation Choices and Pricing: Household Travel Survey

PSRC conducts a household travel survey every two years. The survey is designed to collect day-to-day information from households in the central Puget Sound region regarding how, where, and when they travel. The overarching goal of the multiyear program is to maintain an updated source of household travel behavior data that supports the travel and land use modeling and analysis described above and to track trends over time.

The Household Travel Survey is a key input to the SoundCast model described previously. The survey is used to estimate the behavioral responses that people exhibit in their daily travel choices to better

understand how changes in transportation and land use policy will impact their travel behavior in the future. The timing of the Household Travel Survey is intentional and is used to provide the latest observed travel behavior for use in the estimation and validation of the SoundCast model for use in the Regional Transportation Plan analysis every four years.

Technology: EPA's Motor Vehicle Emissions Simulator (MOVES)

The region's air quality model estimates future motor vehicle emissions of criteria pollutants and greenhouse gases. The Federal Clean Air Act requires the Environmental Protection Agency to set National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: particulate matter (fine particulates, PM_{2.5}, and coarse particulates, PM₁₀), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_x), and lead. The analysis combines mobile source emissions factors from the U.S. Environmental Protection Agency's latest Motor Vehicle Emission Simulator (MOVES) and output from the travel demand model, including link-specific vehicle miles traveled and vehicle speed.

PSRC used the most recent version of the MOVES model, MOVES3, to develop emissions factors used to conduct the air quality analysis of the RTP. The MOVES3 model, released in 2021, represents EPA's most up-to-date assessment of on-road mobile source emissions, including incorporation of the most current vehicle, fuel, and emissions standards and new and updated emissions data from a variety of test programs and other resources. Metropolitan Planning Organizations are required to use the most current tool for regional analyses to determine whether emissions from planned transportation investments will conform with federal regulations.

- The most current regional vehicle fleet mix and age distribution data is used.
- The model accounts for the phase-in of current emissions standards, fuel standards, and engine technology, and contains assumptions regarding the rate of vehicle changeout and fleet turnover for each forecast year.
- The model does not predict future changes in regulations or technological advances. PSRC conducts a post-process analysis to address newer regulations and requirements not yet captured in MOVES3, and to address sensitivity testing of future vehicle fleets and technology assumptions.

As indicated earlier, the assumptions and calculations from recent state actions not yet incorporated into MOVES3 are the same as those identified and used as part of the PSREA partnership project. Actions and regulations that will affect emissions from cars and trucks are as follows:

- **Clean Fuel Standard**

The [Clean Fuel Standard](#) was passed by the Washington State Legislature in 2020 and requires fuel suppliers to reduce the carbon intensity of fuel 20% below 2017 levels by 2038. To apply a reasonable assumption of the emission reductions expected in the Puget Sound region by 2030 from the Clean Fuel Standard, the PSREA analysis applied an overall reduction factor of 10% to forecasted 2030 emissions.

- **Zero Emission Vehicles**

Several pieces of legislation have been passed in the last few years related to vehicle emission standards and the sale of zero emission vehicles (ZEVs). In particular, with the most recent

[rulemaking](#) by the Washington State Department of Ecology in 2022, all new passenger cars and trucks sold in Washington State must meet zero emission vehicle standards by 2035. Percentages of sales will increase transitionally between now and 2035: approximately 13% of all new vehicles sales in Washington State today are ZEV; beginning with model year 2026, 35% of new passenger vehicle sales will be ZEV, and manufacturers are required to increase ZEV sales by 6-9% each year until they reach 100% by 2035.

To apply a reasonable assumption of the emission reductions expected in the Puget Sound region by 2030 from the ZEV rules, the PSREA analysis assumes that 65% of new vehicle sales will be ZEV by 2030.

- **Climate Commitment Act**

The [Climate Commitment Act](#) was passed by the Washington State Legislature in 2021 and establishes a market-based program to reduce carbon pollution from the state's largest industries and sources of emissions. A limit, or cap, will be set on overall carbon emissions and businesses must either meet the cap through reduction of emissions or obtain allowances through auctions to be hosted by the Department of Ecology. The cap will be reduced over time. Proceeds from the auctions will be invested in projects that focus on clean transportation, climate resilience, and environmental justice. It is assumed that the Climate Commitment Act will result in a 26% reduction in emissions statewide by 2030 (from 2018 levels).

To apply a reasonable assumption of the emission reductions expected in the Puget Sound region by 2030 from the Climate Commitment Act, the PSREA analysis applies a 23% reduction factor to transportation fuel emissions by 2030.

What's in the RTP in 2030?

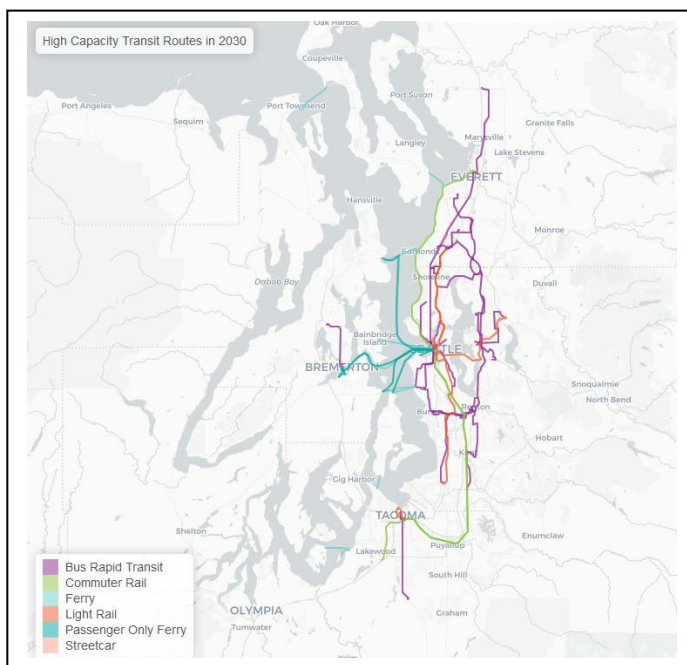
As noted earlier, the RTP incorporates the planned growth in population and employment by 2030 as well as the planned distribution of that growth as adopted in the VISION 2050 Regional Growth Strategy. The region anticipates adding an additional 700,000 people (19%) and 362,000 jobs (23%) between 2018 and 2030.

The goal of the region's transportation system is for a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and public health. Specific investments and policies in the plan that are expected to be implemented by 2030 are summarized below.

High-Capacity Transit

By 2030, expanded High-Capacity Transit options would operate in all four counties:

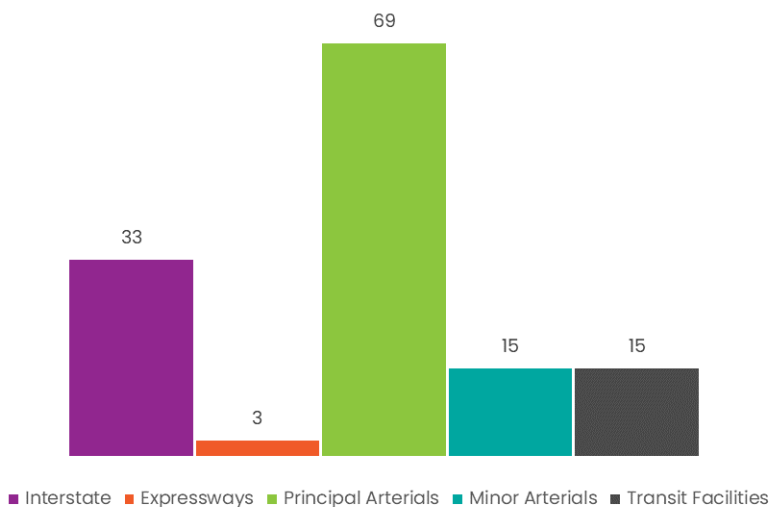
- 21 bus rapid transit routes
- 7 passenger-only ferry routes connecting Bremerton, Port Orchard, Kingston, Vashon Island and West Seattle with Downtown Seattle
- 50 light rail stations spanning 79 miles connecting Federal Way, Redmond and Lynnwood in addition to Downtown Tacoma



Roadway, Bicycle/Pedestrian and Other Investments

There are numerous investments planned on the transportation system that are considered programmatic in the RTP and are not explicitly identified on the [Regional Capacity Projects](#) list. These encompass a variety of modes and facilities, including sidewalks, bicycle lanes, local roadway improvements, safety, operational efficiencies, etc. However, in addition to the high-capacity transit expansions noted above, there are other larger scale projects included in the plan that are expected to be in operation by 2030. These include multimodal investments, regional trails, and improvements to various roadway facilities throughout the region. The investments in this latter category by 2030 are further described below.

There are 135 financially constrained projects between today and 2030 that are adding roadway capacity to the transportation network. Eighty-two of these 135 projects are focused on the State highway system with the remaining 53 projects focused on the locally owned transportation network across the region. As shown below in the further breakdown of project by facility type, 69 (51%) of these capacity projects are on Principal Arterials (which may include State highway facilities).



In total, the 135 roadway capacity projects in the 2030 RTP add approximately 530 centerline miles to the regional system, a change of approximately 2%. As shown in the table below, about 80% of these are **multimodal** projects that also include improvements for other modes of travel such as walking, biking, or transit; 5% improve **operational efficiency** through Intelligent Transportation System (ITS) measures or conversion from high occupancy vehicle (HOV) to high occupancy toll (HOT) lanes; and 15% primarily provide additional **general purpose capacity** to highways or major arterials.

Project Type	Number of Projects	Total Centerline Miles	Average Project Length (centerline miles)
Multimodal	108	306.5	2.8
Operational/Efficiency	7	150.5	21.5
General Purpose Capacity	20	72.7	3.6
Total	135	529.7	3.9

Example multimodal projects planned to be completed by 2030 include:

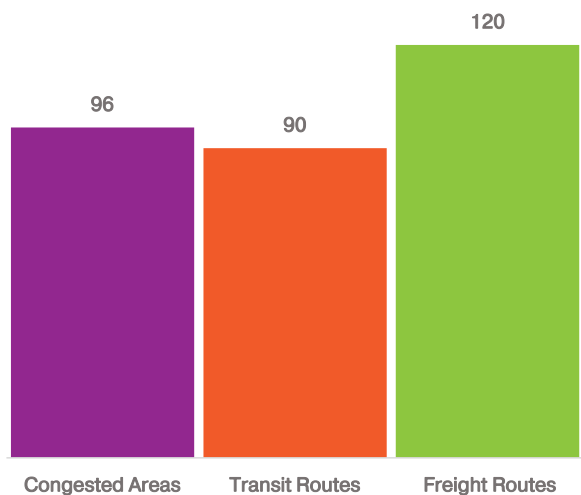
- A half-mile section of Auburn Way S, which will be widened to accommodate two lanes in each direction, center turn lane and medians, sidewalks, an enhanced pedestrian crossing, bus pull-outs, street lighting, and stormwater improvements.
- An approximately 1.5-mile section of Bothell Way will be widened to accommodate two lanes in each direction, a center turn lane, ITS and signal improvements, protected bicycle lanes, sidewalks, stormwater improvements, landscaping, and illumination.

Spanning the multimodal and operational efficiency project types, 35 of the 135 projects are HOV lane, Business Access and Transit (BAT) lane, and/or Express Toll Lane (ETL) investments. These projects account for approximately 340 of the 530 miles (64%) added to the regional system by 2030.

Number of Projects with HOV/ETL investments	Total Centerline Miles	Average Project Length (centerline miles)
35	340.1	9.7

Example highway projects planned to be completed by 2030 include the Express Toll Lane system on I-405 between Lynnwood and Renton, as well as auxiliary lanes and interchange improvements at several locations along the I-405 corridor to relieve congestion choke points. I-405 Bus Rapid Transit (BRT) between Lynnwood and Burien that will use the Express Toll Lanes is also planned to be completed in this time period.

Many of the 135 financially constrained projects that are adding roadway capacity to the transportation network are focused on improving freight connections and speed and reliability of transit routes. As shown below, 96 of these projects (71%) make improvements on congested highways or streets, meaning that the PM peak hour average vehicle speed is less than half of the posted speed limit. One hundred twenty of the projects (89%) are serving routes that move most of the freight on the regional transportation system and 90 (67%) improve the speed and reliability on highways or streets that serve transit routes.



Pricing Policies

The RTP assumes a transition to a road usage charge (RUC) system by 2030 that will serve as an eventual replacement of the motor fuel tax. Pricing mechanisms such as a RUC are recognized to serve not only as a source of transportation revenue but also as a demand management tool, and pricing is one of the four elements of the region’s Four-Part Greenhouse Gas Strategy.

The rate assumed in the RTP for the RUC is 10 cents per mile in peak periods and 5 cents a mile in non-peak periods. The plan further assumes flexibility in the use of revenues generated by a RUC to fund a wide variety of transportation improvements beyond roadways, without the restrictions of current motor fuel taxes.

The assumptions of the RUC included in the RTP differ from those currently being considered by the Washington State Transportation Commission, both in terms of the rates (approximately 2.7 cents per mile) and the use of revenues raised. These differences are discussed in greater detail in the RTP, and additional analysis is included in the 2030 sensitivity tests discussed later in this document.

2030 Analysis and Sensitivity Tests

Analysis of 2030 emissions began with identification of anticipated RTP system investments and services in place by 2030. Results using this year 2030 RTP network are provided below. Information is provided for various performance metrics, including the resulting greenhouse gas emissions and a comparison to the region’s 2030 climate goals. Also described below are the various sensitivity tests and their corresponding results. The purpose of the sensitivity tests was to isolate individual levers

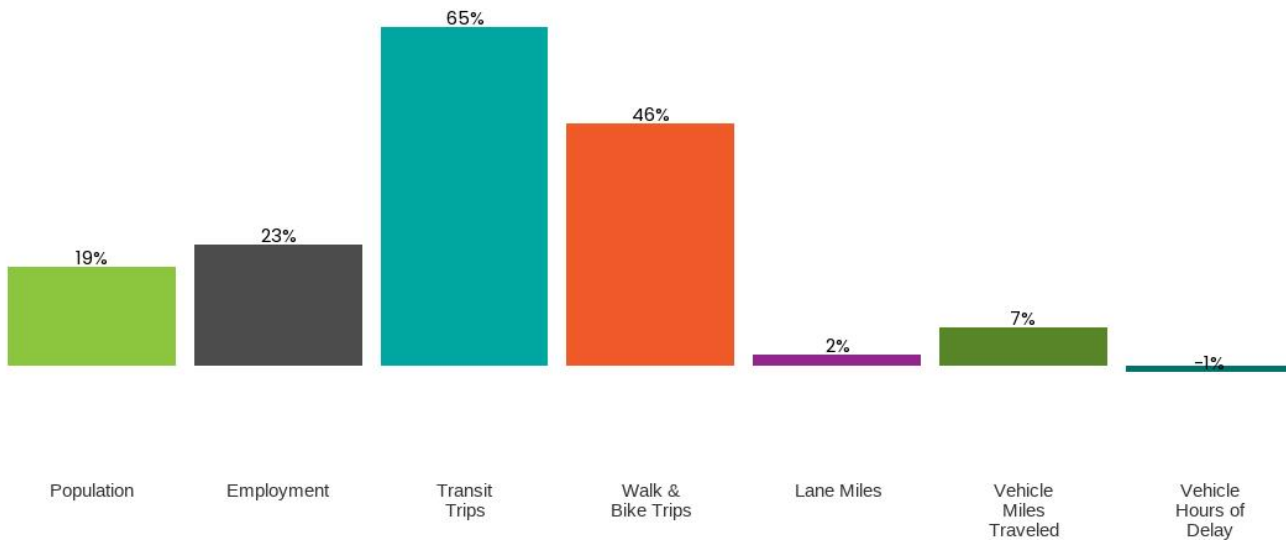
within the framework of the Four-Part Greenhouse Gas Strategy and identify the potential changes in emissions from differing assumptions for each.

2030 Transportation System – VISION 2050, the RTP and State Actions by 2030

As noted earlier, the 2030 transportation system includes the Regional Growth Strategy as adopted in VISION 2050, the investments and policies in the RTP, and the region’s vehicle fleet under current federal fuel economy standards. In addition, as previously described, additional emission reductions are expected from recent state actions including the clean fuel standard, zero emission vehicles rules and the Climate Commitment Act.

A high-level overview of the impacts of growth and transportation investments by 2030 is illustrated in the chart below.

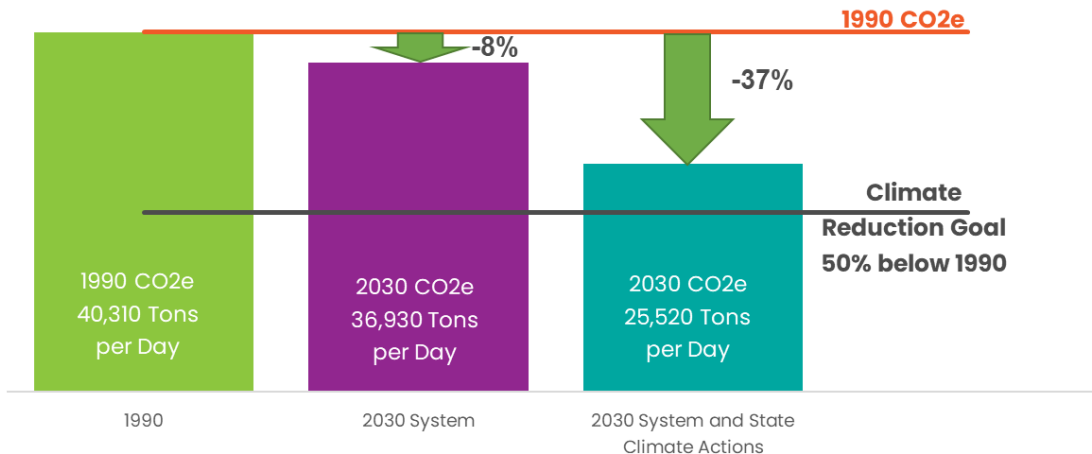
Percent Change between Base Year and 2030 Plan



Source: PSRC SoundCast Activity Based Model, Fall 2022 for King, Kitsap, Pierce and Snohomish counties.

The graphic below illustrates the resulting greenhouse gas emissions by 2030 from the combined elements of VISION 2050 land use patterns in 2030, the 2030 RTP network, and recent state actions, as compared to the 2030 climate goal to reduce emissions 50% from 1990 levels. As shown, significant progress is expected to be made but there is a remaining gap of 13% to fully meet the goal.

2030 Transportation System Greenhouse Gas Emissions



Sensitivity Testing – Land Use

The land use assumptions in the RTP are based on the adopted Regional Growth Strategy in VISION 2050. Jurisdictions are actively working to update their comprehensive plans and incorporate their local growth targets, so no new sensitivity tests were conducted within the category of land use for this analysis.

As noted earlier, the region is planning for an additional 700,000 people (**19%**) and 362,000 jobs (**23%**) between 2018 and 2030. In VISION 2050, the region committed to a Transit Focused Regional Growth Strategy that plans for 65% of the population growth and 75% of the job growth to occur near planned high-capacity transit investments. There were no set goals for the growth by 2030, however population growth trends between 2010 and 2020 near these facilities has been closer to 50%. The rate of growth near high-capacity transit facilities is planned to increase through time with the greatest growth occurring between 2030 and 2050.

It is important to consider the amount of growth and where it is planned when we consider future performance of the transportation system. Despite adding 20% more people to the region by 2030, investments in the plan along with planned growth limits overall growth of vehicle miles to 7% by 2030. To compare to conditions with today's transportation system and population levels, if these same investments from the 2030 RTP were on the ground today, overall VMT in the system is estimated to be almost 5% lower.

Sensitivity Testing – Pricing

As noted above, the RTP assumes a RUC rate of 10 cents per mile in peak periods and 5 cents a mile in non-peak periods. The RUC is applied as a per-mile rate for any vehicular travel on a roadway facility.

Several sensitivity tests were conducted to analyze different rates for the RUC. These include:

- No RUC
- State-level RUC of 2.5 cents per mile all day
- High-level RUC of 50 cents per mile all day

For context, the average cost of fuel for a mile of travel using an automobile today that averages 30 miles per gallon was approximately 20 cents per mile in the fall of 2022. This does not include the additional cost for maintenance and operation of the vehicle.

The table below provides model outputs for Vehicle Miles Traveled, Hours of Delay, Transit Boardings and Daily Tons of CO2e in 2030 for each sensitivity test analyzed. The % change column compares the 2030 outputs for the sensitivity test to the 2030 System and State Climate actions scenario for comparison.

Sensitivity Test	Vehicle Miles Traveled		Vehicle Hours of Delay		Transit Boardings		Daily Tons of CO2e	
	Total	%Change	Total	%Change	Total	%Change	Total	%Change
2030 System and State Climate Actions	94,046,700		398,000		432,000,000		25,521	
No RUC	98,232,700	4.5%	470,200	18.1%	416,970,000	-3.5%	26,977	5.7%
State RUC	95,825,500	19%	432,700	8.7%	424,800,000	-17%	26,149	2.5%
High RUC	81,845,800	-13.0%	256,300	-35.6%	482,610,000	11.7%	21,491	-15.8%

As highlighted in the sensitivity tests, pricing can lower vehicle miles of travel and delay while also lowering greenhouse gas emissions. As the system is priced at higher levels, demand for transit services is increased and the availability of transportation choices to driving alone are critical to those trying to lower the impact of higher transportation costs on their daily travel patterns. Any reductions in a RUC from the currently planned levels in the RTP result in increases in SOV travel, delay, emissions and a reduction in transit use.

Sensitivity Testing – Transportation Choices

The transit and roadway investments in the RTP by 2030 are briefly described above. Sensitivity tests were conducted related to the timing and level of transit investments, the implementation of general-purpose roadway capacity investments, and work from home levels. Specifically:

Transit

- Accelerating the 2050 high-capacity transit (HCT) network to 2030
- Increasing the frequency of all non-HCT transit service
- Increasing access to transit

Roadway Capacity

- Removing any roadway projects that add capacity for travel other than transit, bicycle, pedestrian, or HOV travel modes

Work from Home

- Increasing work from home levels to 30% (2021 pandemic levels)

Sensitivity Test	Vehicle Miles Traveled		Vehicle Hours of Delay		Transit Boardings		Daily Tons of CO2e	
	Total	%Change	Total	%Change	Total	%Change	Total	%Change
2030 System and State	94,046,700		398,000		432,000,000		25,521	
Climate Actions								
Accelerated Transit	93,137,800	- 10%	379,600	- 4.6%	579,168,000	34.1%	25,130	- 15%
Increased Frequencies	93,586,800	- 0.5%	390,700	- 18%	546,144,000	26.4%	25,302	- 0.9%
Increased Access	93,919,000	- 0.1%	395,800	- 0.6%	477,792,000	10.6%	25,469	- 0.2%
No Roadway Capacity	92,957,000	- 12%	448,600	12.7%	432,030,000	0.0%	25,503	- 0.1%
30% Telework	83,090,300	- 116%	225,000	- 43.5%	370,496,000	- 14.2%	21,936	- 14.0%

All the sensitivity tests run centered around transportation choices lower vehicle miles of travel and emissions, but the overall levels of change were small except for the telework test. Telework had a large change on vehicle miles traveled and emissions but have a large impact on the amount of transit usage as well – reflective of large reductions in people commuting to large employment centers.

Acceleration of transit alternatives and frequencies had a noticeable increase in transit boardings by 2030 but had more reduced impacts on VMT and emissions. Analysis in 2050 showed greater impacts of transit access and frequency than witnessed in the 2030 analysis. A key difference between the 2030 and 2050 analysis and these differences is a result of the level of population and job growth near these transit investments. Many of the areas that have the highest levels of current activity unit density are the places that have the greatest HCT level of service by 2030. Ensuring that growth occurs near HCT is critical to further success of these transit sensitivity tests.

Sensitivity Testing – Technology

As described above, the 2030 transportation system results reflect the inclusion of VISION 2050, the RTP and recent state actions related to transportation vehicles and fuels. This includes the expectation that by 2030 65% of new vehicle sales in the region will be zero emission vehicles.

The sensitivity test conducted related to technology increased this assumption of new vehicles sales by 2030 to 100%.

Sensitivity Test	Vehicle Miles Traveled		Vehicle Hours of Delay		Transit Boardings		Daily Tons of CO2e	
	Total	%Change	Total	%Change	Total	%Change	Total	%Change
2030 System and State	94,046,700		398,000		432,000,000		25,521	
Climate Actions								
100% Zero Emission Vehicle sales	94,046,700	0.0%	398,000	0.0%	432,000,000	0.0%	23,811	- 6.7%

Based on the current rate of turnover of the region’s vehicle fleet, this achieves an additional 7% reduction of emissions over the base 2030 transportation system results. This sensitivity test does not assume any further acceleration of fleet turnover between now and 2030.

Sensitivity Testing – Summary of Analysis Results

Based on the results of the sensitivity results run to date, pricing, telework and increased zero-emission vehicle sales can have the greatest impact on overall greenhouse gas emissions. The table

below shows the combined results of all the sensitivity results as compared to the 2030 System and State Climate actions.

Sensitivity Test	Vehicle Miles Traveled		Vehicle Hours of Delay		Transit Boardings		Daily Tons of CO2e	
	Total	%Change	Total	%Change	Total	%Change	Total	%Change
2030 System and State	94,046,700		398,000		432,000,000		25,521	
Climate Actions								
No RUC	98,232,700	4.5%	470,200	18.1%	416,970,000	-3.5%	26,977	5.7%
State RUC	95,825,500	19%	432,700	8.7%	424,800,000	-1.7%	26,149	2.5%
High RUC	81,845,800	-13.0%	256,300	-35.6%	482,610,000	11.7%	21,491	-15.8%
Accelerated Transit	93,137,800	-10%	379,600	-4.6%	579,168,000	34.1%	25,130	-15%
Increased Frequencies	93,586,800	-0.5%	390,700	-1.8%	546,144,000	26.4%	25,302	-0.9%
Increased Access	93,919,000	-0.1%	395,800	-0.6%	477,792,000	10.6%	25,469	-0.2%
No Roadway Capacity	92,957,000	-12%	448,600	12.7%	432,030,000	0.0%	25,503	-0.1%
30% Telework	83,090,300	-11.6%	225,000	-43.5%	370,496,000	-14.2%	21,936	-14.0%
100% ZEV Sales	94,046,700	0.0%	398,000	0.0%	432,000,000	0.0%	23,811	-6.7%

Next Steps

PSRC staff is currently working on a hybrid sensitivity test that combines several of the most promising levers from the four-part greenhouse gas strategy; this information will be provided to the boards in January for consideration and discussion of other hybrid scenarios.



Puget Sound Regional Council

DISCUSSION ITEM

January 19, 2023

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Regional Transportation Plan Performance Dashboard**

IN BRIEF

The Executive Board has been briefed on the work to develop a performance dashboard as identified in the Regional Transportation Plan as an implementation item due by the end of 2022. At the meeting on January 26, 2023, the draft performance dashboard and key metrics will be previewed, and continued work throughout 2023 and beyond will be identified.

DISCUSSION

The [Regional Transportation Plan](#) (RTP) identifies numerous implementation items, covering all the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners.

One of the implementation items scheduled for completion by December 2022 is development of a performance dashboard. Specifically, the RTP calls for PSRC to identify performance measures and targets for meeting key aspects of VISION 2050 and the RTP, including, but not limited to emissions, safety, active transportation, finance, vehicle miles traveled and transit ridership. The plan also calls for PSRC to track the progress of these measures through an online dashboard.

The Transportation Policy Board has provided feedback on the draft dashboard and reviewed the draft outline and available metrics for comparison to the performance results of the RTP over time. At the Executive Board meeting on January 26, 2023, staff will preview the final draft dashboard and provide information on next steps for

PSRC's website and continued work to maintain and improve the dashboard into the future.

For more information, please contact Craig Helmann, Director of Data, at (206) 389-2889 or chelmann@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

January 19, 2023

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Draft FY2024-2025 Biennial Budget and Work Program**

IN BRIEF

PSRC is in the process of developing the agency's FY 2024-2025 Biennial Budget and Work Program. The PSRC budget outlines transportation, economic and growth planning activities for the fiscal years 2024-25.

DISCUSSION

The PSRC Operations Committee has primary responsibility for developing the budget and work program for both PSRC and EDD. Between October and December 2022, the Operations Committee reviewed revenue and expenditure assumptions as well as PSRC's financial policies. At its December 1, 2022, meeting, the Operations Committee reviewed the full draft FY 2024-2025 Biennial Budget and Work Program. The draft PSRC biennial budget includes estimated revenues and expenditures of \$32 million and is available for review by members online:

[Budget | Puget Sound Regional Council \(psrc.org\)](https://psrc.org)

NEXT STEPS

The Executive Board, Transportation Policy Board, Growth Management Policy Board, Economic Development Board, and Regional Staff Committee review the Draft Budget and Work Program and forward comments to Operations Committee for consideration by March 16. Comments will be compiled and reviewed by the Operations Committee on March 23, 2023. The final budget is scheduled for approval by the Executive Board in April and adoption by the PSRC General Assembly in May.

For more information, please contact Andrew Werfelmann at (206) 688-8220 or awerfelmann@psrc.org.



Puget Sound Regional Council

INFORMATION ITEM

January 19, 2023

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

PSRC has one new employee:

Camille Branch - Associate Communications Specialist in Communications Department.

Camille has a Bachelor of Arts in Journalism & Media, a Bachelor of Science in Public Policy from Rutgers University and is currently pursuing a Master of Communication in Digital Media and Marketing from University of Washington. Prior to joining PSRC, Camille was a Communications Consultant at Front and Centered and at Social Justice Film Institute in Seattle.

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



Puget Sound Regional Council

INFORMATION ITEM

January 19, 2023

To: Executive Board

From: Josh Brown, Executive Director

Subject: 2023 Executive Board and Operations Committee Meeting Schedule

The Executive Board and Operations Committee meet on the **fourth Thursday of every month**. Unless noted, Operations Committee meetings are held from 9:00-9:50 a.m. and the Executive Board from 10:00-11:30 a.m. Meeting dates and times are subject to change. Members will be notified if a meeting is changed or cancelled.

January 26

February 23

March 23

April 27

May 25 – PSRC General Assembly, 10:00 AM – 1:00 PM, location TBD

June 22

July 27

August – No meeting

September 28

October 26

November – No meeting

December 7 – Early meeting date

Questions can be directed to Sheila Rogers at (206) 464-5815 or srogers@psrc.org. For additional board information, visit PSRC's website at <https://www.psrc.org/calendar>.