



Puget Sound Regional Council

Executive Board

Thursday, April 27, 2023 • 10:00 – 11:30 AM

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

Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 842 8419 4500, Passcode: 138489

Provide public comment.

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

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

1. **Call to Order and Roll Call (10:00)** – *Councilmember Claudia Balducci, President*
2. **Communications and Public Comment**
Public comment must relate to an action or discussion item on the agenda.
3. **President's Remarks**
4. **Executive Director's Report**
5. **Committee Report**
 - a. Operations Committee – *Mayor Becky Erickson, Vice President*
6. **Consent Agenda – Action Item (10:15)**
 - a. Approve Minutes of Meeting held March 23, 2023
 - b. Approve Vouchers Dated February 28, 2023, through April 3, 2023 in the Amount of \$1,132,762.97
 - c. Approve Contract Authority for Ongoing Administrative Support
 - d. Approve Contract Authority for PSRC's Safety Work Program and the 2023 Regional Safety Convening

- e. Approve Budget Amendment and Contract Authority for Subrecipient Agreements and Consultant Contracts to Implement Safe Streets for All Safety Grant
 - f. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program
 - g. Approve Certification of Kitsap County Countywide Planning Policies
 - h. Approve a Change in the Regional Transportation Plan Project Status for Sumner’s Stewart Road Corridor Completion: White River Bridge Project
 - i. Approve a Change in the Regional Transportation Plan Project Status for WSDOT’s SR 9 and SR 204 Intersection Vicinity Improvements Project
 - j. Approve Contract Authority for Transportation Projects Online Application Services
- 7. Discussion Item (10:20)**
- a. Report on Outcomes of 2023 Legislative Session – *Senator Marko Lias and Representatives Jessica Bateman, Andrew Barkis and Julia Reed*
- 8. Action Item (10:40)**
- a. Recommend Adoption of Fiscal Years 2024-2025 Biennial Budget and Work Program – *Andrew Werfelmann, PSRC*
- 9. Action Item (10:50)**
- a. Approve Regional Transportation Plan Project Amendments – *Kelly McGourty, PSRC*
- 10. Action Item (11:05)**
- a. 2023 Project Tracking and Delivery – *Jennifer Barnes, PSRC*
- 11. Information Item**
- a. New Employee Status Report
- 12. Other Business**
- 13. Next Meeting: NO MEETING IN MAY**
- PSRC Annual General Assembly: Tuesday, May 30, 2023, 11:00 AM 1:00 PM, Embassy Suites, Seattle Downtown Pioneer Square. Register [here](#).
 - Executive Board: Thursday, June 22, 2023, 10 – 11:30 AM
- 14. Adjourn (11:30)**

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

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

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact/language-assis>



April 13, 2023

Regional Transportation Plan Project Amendments

The Board recommended adoption of a minor amendment to the Regional Transportation Plan. Minor amendments may be adopted by the Executive Board if there is no negative impact on the plan's air quality conformity finding, no additional environmental review is required, and they are consistent with the plan's financial strategy. Seven agencies have requested eight projects be amended into the RTP. To maintain financial constraint, four projects have moved to the Unprogrammed portion of the plan. View [video](#) and [presentation](#).

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

2023 Project Tracking and Delivery

The Board reviewed the current policies and status of PSRC's project tracking program and the annual targets for PSRC's Federal Highway Administration funds. A series of actions were requested to address the 2023 target and future project tracking and delivery. The board recommended approval of the 2023 project extension recommendations, a request for a project exception, an addition to the policies to address emergency needs, and a supplemental funding action. View [presentation](#).

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

Climate Change Implementation Strategy

The Board provided feedback on the next steps for PSRC's climate work to include convening an expert review panel to review the 2030 climate analysis and sensitivity tests. Suggestions were provided on additional expertise to draw upon for the panel, including health, equity and regional employment perspectives. The panel will be asked to review assumptions and provide recommendations for future work. Staff will begin outreach work for the panel in the coming months and report back to the board in the fall. View [presentation](#).

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

Transit Access Work Program

Staff provided information on the draft transit access work program, which includes a plan for an ad hoc working group to assist in guiding the process. The initial task of the work program will review data, PSRC's Transit Access Checklist, and Transit Access Toolkit to help identify needs and gaps in transit accessibility. Staff will provide progress updates on the program to the Board throughout 2023. View [presentation](#).

For additional information, please contact Gil Cerise at gcerise@psrc.org or (206) 971- 3053.



Growth Management Policy Board | At Work



April 6, 2023

Kitsap Countywide Planning Policies Certification

After a review of staff recommendations, the board acted to certify Kitsap Countywide Planning Policies consistent with VISION 2050 multicounty policies and Regional Transportation Plan. Kitsap County and its cities adopted and ratified an update to their countywide planning policies to align with PSRC's Regional Growth Strategy in VISION 2050. PSRC staff coordinated with countywide staff in the review of the plan and drafted the certification report. The plan will be certified by the Transportation Policy Board and Executive Board in their upcoming meetings. [View video](#) or [presentation](#).

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

2024 Comprehensive Plan and Certification Outreach

The board was briefed on current and planned outreach activities and support for the 2024 comprehensive plan updates. Cities and counties are well into the required period comprehensive plan updates. PSRC has been publishing a series of guidance documents and collaborating with Commerce and MRSC on webinars to support local efforts. Resources are available on the PSRC [website](#). The [next upcoming webinar](#) is aimed specifically at answering questions local elected officials and planning commissioners have about comprehensive planning. [View presentation](#).

For more information, contact Maggie Moore, Senior Planner, at 206-464-6171 or mmoore@psrc.org.

PSRC Youth Engagement Program - Summer Planning Academy

Staff introduced a new summer youth engagement program called Summer Planning Academy (SPA), beginning in July 2023. The program will introduce individuals to the

planning process and profession at an early age, engage young people to provide input on PSRC's policies and programs, and promote equity in the region by recruiting and engaging youth from diverse backgrounds. The program is open to rising high school students in the region 16 years and older. With successful completion of the SPA, students will be eligible for a \$500 scholarship. The application is open through May 15. [View presentation](#).

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



Puget Sound Regional Council

MINUTES

**Puget Sound Regional Council Executive Board
Thursday, March 23, 2023
Hybrid Meeting, PSRC Board Room**

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:01 AM by Mayor Becky Erickson, PSRC Vice President. A video of the meeting was streamed live as well as recorded and will be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live to the meeting. Roll call determined attendance and that a quorum was present.

COMMUNICATIONS AND PUBLIC COMMENT

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

- Alex Tsimerman (verbal)
- Joe A. Kunzler (written)

PRESIDENT'S REMARKS

Vice President Becky Erickson reported that in preparation for the General Assembly, President Claudia Balducci has appointed the nominating committee, which will propose candidates for the positions of PSRC President and Vice President. President Balducci will chair the Nominating Committee and the following people will serve as members:

- Executive Bruce Dammeier, Pierce County
- Executive Dave Somers, Snohomish County
- Commissioner Charlotte Garrido, Kitsap County
- Mayor Rob Putaansuu, City of Port Orchard
- Mayor Cassie Franklin, City of Everett
- Mayor Bruce Harrell, City of Seattle
- Mayor Victoria Woodards, City of Tacoma
- Commissioner Ryan Calkins, Port of Seattle

Vice President Erickson reported that by the end of the week, board members and alternates will receive an email from President Balducci forwarding the performance goals for PSRC Executive Director Josh Brown. These goals will be used to evaluate Josh's performance during his next annual performance review in December 2023. She asked board members and alternates to keep an eye out for that email.

COMMITTEE REPORTS

Vice President Becky Erickson, Chair, Operations Committee, reported at today's Operations Committee meeting, the committee recommended approval of vouchers dated January 31, 2023, through March 6, 2023, in the Amount of \$896,344.51.

The committee also approved an increase for the contract authority for Low Voltage Contractor.

Vice President Erickson reported that there was an increase to the amount of contract authority for the 2023 General Assembly and asked that item be pulled from the consent agenda for separate consideration.

The Operations Committee also recommended approval of Fiscal Years 2024-2025 Biennial Budget and Work Program. The Executive Board will have one month to review the budget and is scheduled to take action at its April meeting. The budget will then be recommended for adoption to the General Assembly at its May meeting.

The committee also discussed changes to PSRC's Public Participation Plan and heard about PSRC's Summer Planning Academy.

CONSENT AGENDA

The Operations Committee pulled item 6d: *Approve Contract Authority for 2023 General Assembly* from the Consent Agenda to allow for additional discussion.

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

- a. Approve Minutes of Meeting held February 23, 2023**
- b. Approve Vouchers Dated January 31, 2023, through March 6, 2023, in the Amount of \$896,344.51**
- c. Approve Increased Contract Authority for Low Voltage Contractor**
- d. ~~Approve Contract Authority for 2023 General Assembly~~**
- e. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program**

The motion passed unanimously.

APPROVE CONTRACT AUTHORITY FOR 2023 GENERAL ASSEMBLY

Vice President Erickson reported there was an increase to the amount of contract authority for the 2023 General Assembly to \$40,000 noting the total cost for all contracts will not exceed \$40,000.

ACTION: It was moved and seconded (Wahl/Garrido) to authorize the Executive Director to enter into one or more contracts for support of the 2023 General Assembly not to exceed \$40,000.

The motion passed unanimously.

ACTION ITEMS

Approve Working Group Recommendation on FTA Funding Distribution Methodology

Kelly McGourty, PSRC Director of Transportation Planning, briefed the board on the requested action to approve the recommended revisions to the methodology used to distribute PSRC's Federal Transit Administration funding. For the past six months, a working group of Transportation Policy Board members and transit agency leadership met to review the methodology. The recommendation includes a direct equity formula distribution in lieu of regional competition.

At its meeting on March 9, the Transportation Policy Board recommended Executive Board approval of the working group recommendation for revisions to PSRC's FTA funding process.

ACTION: It was moved and seconded (Mello/Pauly) to approve the recommended revisions to the methodology used to distribute PSRC's FTA funding, as described in agenda item 7 and summarized in Attachments 7A and 7B.

The motion passed unanimously.

Approve Release of Public Participation Plan for Public Comment

Noah Boggess, PSRC Senior Public Engagement Specialist, and Michele Leslie, PSRC Principal Communications Manager, briefed the board on the requested action to release the Public Participation Plan for public comment.

PSRC staff have been working with the Equity Advisory Committee to update the Public Participation Plan. The new draft has an enhanced focus on equity, updated goals, desired outcomes, guiding principles, and a suite of new techniques and tools for engagement. The Public Participation Plan must be released for a 45-day public comment period prior to adoption. The draft plan will be revised based on public comments and will return to the Executive Board for final adoption this spring.

ACTION: It was moved and seconded (Wahl/Simpson) to release the Public Participation Plan for public comment from March 23 through May 8, 2023.

The motion passed unanimously.

DISCUSSION ITEMS

Greater Downtown Kirkland Regional Growth Center Application

Maggie Moore, PSRC Senior Planner, provided an overview of the City of Kirkland's application for regional growth center designation.

On February 27, 2023, PSRC received an application from the City of Kirkland to designate a 564-acre center focused around Kirkland's historic downtown. Along with city staff, PSRC is reviewing the application and preparing a designation report. If approved, the Greater Downtown Kirkland Regional Growth Center would be the second designated regional center in Kirkland and the 30th regional growth center in the central Puget Sound region.

PSRC Youth Engagement

Noah Boggess, PSRC Senior Public Engagement Specialist, reported on PSRC summer youth engagement program called Summer Planning Academy (SPA), beginning in July 2023.

The goals of a structured youth engagement program include:

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

The first cohort of SPA will feature 20 students and the application period is now open. The program is open to any high school students 16 years and older and will educate students on planning topics in the region. The application for SPA is open through May 15.

INFORMATION ITEMS

Included in the agenda packet was:

- a. New Employee Status Report
- b. FY2022 Audit Results for Puget Sound Regional Council and the Central Puget Sound Economic Development District

- c. FY2024-2025 Biennial Budget and Work Program. This will come before the board next month as an action item.
- d. Stormwater Parks Planning Guidance
- e. Registration open! Joint Board Session on ACT: Affirm, Counter, Transform, Friday, April 28, 10:00 AM - 12:00 PM, Hybrid Session. Please check your email for the registration information
- f. Save the date for Passport to 2044: Key Topics for Elected Officials and Planning Commissioners, Thursday, May 18, 2023, 12:00 PM - 1:30 PM, Remote Meeting
- g. Annual General Assembly - New Date! Tuesday, May 30, 11:00 AM - 1:00 PM, Embassy Suites, Seattle Downtown Pioneer Square, 255 South King Street, Seattle. We encourage in-person attendance.

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The board will next meet on Thursday, April 27, 2023, 10:00 - 11:30 AM. This will be a hybrid meeting.

ADJOURN

The meeting adjourned at 11:30 AM.

Adopted this 27th day of April 2023.

Councilmember Claudia Balducci, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

Attachments:
eb2023-mar23-Attendance

Executive Board - March 23, 2023

<i>Members and Alternates that participated for all or part of the meeting included:</i>		Attend
King County	EXC Dow Constantine	1
	CM Claudia Balducci	
	CM Joe McDermott Alt	
	CM Jeanne Kohl-Welles Alt	
Seattle	MYR Bruce Harrell	
	CM Andrew Lewis	1
	CM Tammy Morales	
	CM Dan Strauss	
	CM Teresa Mosqueda Alt	
Bellevue	CM Alex Pedersen Alt	
	MYR Lynne Robinson	1
Federal Way	DPT MYR Jared Nieuwenhuis Alt	
	MYR Jim Ferrell	1
Kent	Vacant Alt	
	MYR Dana Ralph	1
Kirkland	CM Toni Troutner Alt	1
	MYR Penny Sweet	1
Renton	DP MYR Jay Arnold Alt	1
	MYR Armondo Pavone	1
Redmond	CM James Alberson, Jr. Alt	
	MYR Angela Birney	1
Auburn	CM Jessica Forsythe Alt	
	MYR Nancy Backus	
Other Cities/Towns in King County	CM Larry Brown Alt	
	CM Chris Roberts, Shoreline	1
	MYR Jeff Wagner, Covington	
	CM James McNeal, Bothell	
	MYR Mary Lou Pauly, Issaquah Alt	1
	MYR Jan Molinaro, Enumclaw 2nd Alt	
Kitsap County	MYR Rob McFarland, North Bend 2nd Alt	1
	COM Charlotte Garrido	1
Bremerton	COM Robert Gelder Alt	
	MYR Greg Wheeler	1
Port Orchard	CM Jeff Coughlin Alt	1
	MYR Rob Putaansuu	1
Other Cities/Towns in Kitsap County	CM Jay Rosapepe Alt	
	MYR Becky Erickson, Poulsbo	1
Pierce County	CM Joe Deets, Bainbridge Island Alt	1
	EXC Bruce Dammeier	1
	CM Ryan Mello	1
Tacoma	CM Dave Morell Alt	
	CM Krstina Walker	1
Lakewood	CM Keith Blocker Alt	
	CM Don Anderson	
Other Cities/Towns in Pierce County	CM Linda Farmer Alt	
	MYR Pro Tem Javier Figueroa, University Place Alt	1
Snohomish County	DP MYR Ned Witting, Puyallup Alt	1
	EXC Dave Somers	1
	CM Sam Low	
Everett	CM Jared Mead Alt	
	MYR Cassie Franklin	
Other Cities/Towns in Snohomish County	CM Don Schwab Alt	
	MYR Barbara Tolbert, Arlington	
	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
Port of Bremerton	MYR Mason Thompson, Bothell Alt	
	COM Axel Strakeljahn	1
Port of Everett	COM Cary Bozeman Alt	
	COM David Simpson	1
Port of Seattle	COM Glen Bachman Alt	
	COMM Sam Cho	
Port of Tacoma	COMM Toshiko Hasegawa Alt	1
	COM Dick Marzano	1
Washington State Department of Transportation	COMM Kristin Ang Alt	
	Secretary Roger Millar	
Washington State Transportation Commission	Julie Meredith Alt	1
	COMM Nicole Grant	
	COMM Jerry Litt Alt	



Puget Sound Regional Council

CONSENT AGENDA

April 20, 2023

To: Executive Board

From: Mayor Becky Erickson, Chair, Operations Committee

Subject: **Approve Vouchers Dated February 28, 2023 through April 3, 2023 in the Amount of \$1,132,762.97**

IN BRIEF

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

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>	<u>TOTALS</u>
03/06/23 - 04/03/23	AP Vouchers	\$ 390,505.78
02/28/23 - 03/15/23	Payroll	\$ 742,257.19
		\$ 1,132,762.97

For additional information, please contact Andrew Werfelmann at 206-688-8220; email awerfelmann@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

April 20, 2023

To: Executive Board

From: Mayor Becky Erickson, Chair, Operations Committee

Subject: **Approve Contract Authority for Ongoing Administrative Support**

IN BRIEF

Executive Board authorization is required for the Executive Director to enter into a contract in excess of \$10,000. A request is being made to authorize new contracts for ongoing administrative consulting services for the Fiscal Years 2024-2025 biennium, contingent on the General Assembly's approval of the FY 2024-2025 Biennial Budget and Work Program.

RECOMMENDED ACTIONS

1. Authorize the Executive Director to enter one or more contracts for accounting and financial consulting services, not to exceed \$147,000, for the FY 2024-2025 biennium.
2. Authorize the Executive Director to enter one or more contracts for legal services, not to exceed \$225,000, for the FY 2024-2025 biennium.
3. Authorize the Executive Director to enter one or more contracts for HR support services, not to exceed \$95,000, for the FY 2024-2025 biennium.
4. Authorize the Executive Director to enter one or more contracts for informational technology consulting services, not to exceed \$180,000, for the FY 2024-2025 biennium.
5. Authorize the Executive Director to enter one or more contracts for electronic records database services, not to exceed \$30,000, for the FY 2024-2025 biennium.

BUDGET IMPACT

The recommended Biennial Budget and Work Program for Fiscal Years 2024-2025 includes \$147,000 for the biennium for accounting and financial consulting services; \$250,000 for the biennium for legal services; \$95,000 for the biennium for human resources assistance; \$180,000 for information technology services; and \$30,000 for records database services, under Administrative Services (Task 900).

DISCUSSION

For the fiscal years 2024-2025, PSRC would like to continue our practice of using outside consultants to provide finance, legal service, human resource assistance, and information technology consulting.

Finance

Contracted accounting and financial management services include, but are not limited to: audit preparation, internal audit services, and ongoing accounting and financial management consulting. A competitive procurement process was completed in 2021 for financial and accounting services. A new competitive process will be completed in 2027.

Legal

PSRC currently contracts out legal counsel to provide on-call legal support for the agency, as well as ongoing representation in existing litigation. PSRC will continue contracting out legal support for the fiscal years 2024-2025. A competitive procurement process was completed in December 2019 for legal services. We will conduct a new competitive process in December 2024.

Human Resources

Contracted on-call human resource assistance includes, but is not limited to: continued recruitment assistance, employee surveys, and ongoing general human resource support, including on-line learning for staff on a variety of topics. A competitive procurement process was completed in August 2021 for human resources services. We will conduct a new competitive process in August 2025.

Information Services

PSRC outsources network management and maintenance to assist PSRC's information technology (IT) staff. Services include review of PSRC's network and IT needs, incident response, project engineering, and back-up "help desk" support. A competitive procurement process was conducted in June 2021 for these services. The scope of services during this biennium will assist PSRC's IT team in planning the new office space. Finally, PSRC's current electronic database software system is no longer being supported. Communications and IT staff have been researching and soliciting for new software applications. A new competitive process will be completed in 2027.

For more information, please contact Nancy Buonanno Grennan at (206) 464-7527 or by email at nbgrennan@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

April 20, 2023

To: Executive Board

From: Mayor Becky Erickson, Chair, Operations Committee

Subject: Approve Contract Authority for PSRC's Safety Work Program and the 2023 Regional Safety Convening

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to authorize the Executive Director to enter into one or more contracts related to PSRC's safety work program, including the 2023 Regional Safety Convening. Contracts may include, but are not limited to, venue rental, catering, audio/visual, and speaker expenses related to the convening, as well as various printing, graphics, and outreach and engagement needs.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter into one or more contracts for support of PSRC's safety work program and the 2023 Regional Safety Convening. The total cost for all contracts will not exceed \$100,000.

BUDGET IMPACT

The adopted Fiscal Years 2022-2023 Supplemental Biennial Budget and Work Program includes funding for this project. The total budget for the contracts is not to exceed \$100,000.

DISCUSSION

Adopted in May 2022, PSRC's Regional Transportation Plan identifies numerous action items related to improving safety including data collection and monitoring, project prioritization, guidance and best practices, development of a Regional Safety Plan, and

holding a Regional Safety Convening. The convening will bring together regional partners and stakeholders to discuss the challenges and solutions to continue to make progress toward meeting the region's safety goals. This will include addressing the full spectrum of safety elements and a Safe Systems Approach. Staff have received feedback from the Transportation Policy Board and the RTP Steering Committee on the format and topics for the convening. It is tentatively scheduled to take place in person on June 29, 2023, in the downtown Seattle area, to encourage the participation of a wide variety of stakeholders. Agenda highlights and details are currently being developed. Other elements of the safety work program also continue to move forward, in addition to and inclusive of the work commencing soon to develop a Regional Safety Plan funded through a recent Safe Streets for All Grant. It is anticipated that additional data collection and monitoring, outreach, and communications efforts will continue across the work program.

If you have any questions, please contact Kelly McGourty at 206-971-3601 or email kmcgourty@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

April 20, 2023

To: Executive Board

From: Mayor Becky Erickson, Chair, Operations Committee

Subject: **Approve Budget Amendment and Contract Authority for Subrecipient Agreements and Consultant Contracts to Implement Safe Streets for All Safety Grant**

IN BRIEF

PSRC has prepared this routine budget amendment to incorporate new revenue sources and associated expenses identified since the supplemental budget was amended in October 2022.

In addition, authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000. A request is being made to authorize one or more new contracts and agreements for planning services for US Department of Transportation (USDOT) funded work to develop regional and local safety plans as part of the Safe Streets and Roads for All Discretionary Grant Opportunity.

RECOMMENDED ACTIONS

1. Recommend the Executive Board approve the proposed budget amendment to increase the budget by \$4,860,000.
2. Authorize the Executive Director to enter into one or more contracts for regional and local safety planning consulting services for *Safe Streets and Roads for All Discretionary Grant Opportunity*, not to exceed \$2,906,793.
3. Amend the budget to increase PSRC staff capacity to support grant-funded activities for two years, either through new or backfilling reassigned staff. The staff support for this work will be paid with funds from the grant.

4. Authorize the Executive Director to enter into one or more subrecipient agreements with partner agencies for the development of local safety plans, not to exceed \$2,180,636. Partner agencies will provide an additional match of \$545,091 for this program.

BUDGET IMPACT

The proposed work program amendment would increase the adopted supplemental Biennial Budget and Work Program (FY 2022-2023) by \$4,860,000 from \$34,565,000 to \$39,425,000 to reflect the additional revenues and work program associated with the Safe Streets and Roads for All Discretionary Grant. PSRC will be providing matching funds in the amount of \$670,000 towards this project.

DISCUSSION

Adopted in May 2022, the Regional Transportation Plan update called for the development of a Regional Safety Plan, including actions, targets, and performance indicators, with updates provided and progress tracked through an annual regional safety report.

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Road for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years. PSRC applied for \$2,680,000 in funding to develop the Regional Safety Plan as well as fund safety planning efforts for up to five member jurisdictions. The Cities of Burien, Everett, Kent, Redmond, Tukwila, and Pierce County also applied for safety planning SS4A grants. The U.S. Department of Transportation, the federal agency responsible for awarding and administering these grants, asked if PSRC would serve as the administrator of the grants for the cities and count. All the jurisdictions agreed, thereby bringing the total award to \$4,860,363. The local match associated with the five cities and the county totals \$545,091. PSRC and the jurisdictions' staff are preparing sub-recipient agreements detailing the match, work schedule, and budget, as well as the federal grant conditions. PSRC will use grant funding to increase PSRC staff capacity to support grant-funded activities for two years, either through new staff or backfilling reassigned staff to ensure capacity to administer the grant, agreements, and provide technical assistance to member jurisdictions.

For more information, please contact Ben Bakkenta at (206) 971-3286 or bbakkenta@psrc.org or Andrew Werfelmann at (206) 688-8220 or awerfelmann@psrc.org.

Partner Budget and Match

6.e

As of March 2023

Applicant	Federal Share	Local Match	Project Total
PSRC*	\$ 2,680,000.00	\$ 670,000.00	\$ 3,350,000.00
Burien	\$ 160,000.00	\$ 40,000.00	\$ 200,000.00
Everett	\$ 788,363.00	\$ 197,090.75	\$ 985,453.75
Kent*	\$ 472,000.00	\$ 118,000.00	\$ 590,000.00
Redmond	\$ 160,000.00	\$ 40,000.00	\$ 200,000.00
Tukwila	\$ 200,000.00	\$ 50,000.00	\$ 250,000.00
Pierce County*	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00
Consolidated Total	\$ 4,860,363.00	\$ 1,215,090.75	\$ 6,075,453.75

*Request includes some funding for administration

Partner Match	\$ 545,090.75
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Puget Sound Regional Council

CONSENT AGENDA

April 20, 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 seven projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various funding processes, such as the Connecting Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan. At its meeting on April 13, the Transportation Policy Board recommended adoption of the amendment.

RECOMMENDED ACTION

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

DISCUSSION

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

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

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

Consistency with VISION 2050 and the Regional Transportation Plan

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

Air Quality Conformity

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

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

Funding Reasonably Expected to be Available

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

PSRC's Project Tracking Policies

This month's amendment includes no project tracking actions.

Federal and State Fund Source Descriptions

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

BR	The Local Bridge Program provides funding for eligible bridges on public roads
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CSRF	State Coronavirus State Fiscal Recovery Fund for all federal moneys from the American Rescue Plan
CWA	State Connecting Washington Account
FHWA Discretionary	Other national discretionary FHWA awards
MVA	State funds from the Motor Vehicle Account
NHPP	Provides support for the condition and performance of the National Highway System (NHS)

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

Attachments:
Exhibit A

Month: April
Year: 2023

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	Other	UPWP Amend	
1. Bellevue	Bellevue Way and NE 4th Street New project programming preliminary engineering, right-of-way, and construction phases to overlay Bellevue Way and NE 4th St between the 1900 block of 112th Ave SE and 112th Ave NE/NE 4th St, complete pavement repairs, upgrade curb ramps, install detector loops, and install new pavement markings.	\$4,314,7000	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$491,060	Local				
		\$4,805,760	Total				
2. Bellevue	NE 8th Street New project programming preliminary engineering, right-of-way, and construction phases to overlay NE 8th St between 100th Ave and I-405, complete pavement repairs, upgrade curb ramps, install detector loops, and install new pavement markings.	\$2,752,025	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$354,650	Local				
		\$3,106,675	Total				
3. King County Department of Transportation (Road Services)	Baring Bridge 509A Replacement New project programming preliminary engineering, right-of-way, and construction phases replacing the existing NE Index Creek Road bridge over South Fork Skykomish River with a steel and concrete span bridge with a travel lane and shoulder in each direction. Work also includes stormwater treatment including a bioswale and storm filter vault.	\$22,016,874	Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,544,913	Local				
		\$26,561,787	Total				
4. Mountlake Terrace	Mountlake Terrace - Transit Connection Corridor Project New project programming a construction phase for a pedestrian plaza at 236th St SW and Van Ry Blvd and trails/pathways providing access to and from the transit station.	\$2,000,000	Federal FHWA Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$500,000	Local				
		\$2,500,000	Total				
5. Sound Transit	At-Grade Safety Enhancements New project programming preliminary engineering and construction phases implementing safety enhancements for at-grade crossings along Link 1 Line, with a focus on the Martin Luther King Jr Way and SODO areas.	\$3,628,000	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,628,000	Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
6. Sound Transit	Series 3 Light Rail Vehicles New project programming construction and other phases for the acquisition of approximately 100 light rail vehicles. This is a multi-year project and the programming reflects the funds in the range of the current TIP.	\$13,011,000 Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$13,011,000 Total				
7. WSDOT Northwest Region	I-90/West Village Park & Schneider Creeks - Fish Passage Existing project modifying preliminary engineering, right-of-way phases and programming a construction phase to remove the existing fish barriers and replace them with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$50,433,489 CSRF	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$987,994 CWA				
		\$577,663 MVA				
		\$51,999,146 Total				



Puget Sound Regional Council

CONSENT AGENDA

April 20, 2023

To: Executive Board

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

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

IN BRIEF

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

RECOMMENDED ACTION

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

DISCUSSION

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

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

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

Kitsap County and its cities adopted and ratified a major update to the CPPs in December 2021 (Ordinance 601-2021). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Strategy in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Kitsap County and its four cities. Notable changes to the policies include new and revised policies focused on planning for urban growth, transportation, climate change, and equity. In January 2023, Kitsap County adopted 2044 population and employment growth targets (Ordinance 619-2023) as an appendix to the CPPs to support the 2024 comprehensive plan updates and implement the VISION 2050 Regional Growth Strategy.

The Kitsap County CPPs were updated using the Kitsap Regional Coordinating Council (KRCC) planning framework and included planning staff from KRCC jurisdictions, regional and state agencies, and Tribes. Following adoption, KRCC completed the PSRC consistency tool for countywide planning policies and submitted the reporting tool along with a completed set of CPPs.

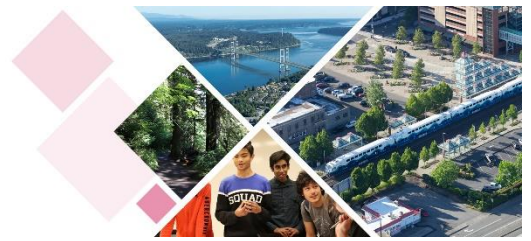
PSRC staff reviewed the CPPs and found the policies address the VISION 2050 multicounty planning policies and the Regional Transportation Plan. PSRC staff coordinated with countywide staff in the review of the plan and drafting of the certification report.

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

Attachments:

Kitsap CPP Certification Report 2023 FINAL

Countywide Planning Policies Plan Review Certification Report



Kitsap County Countywide Planning Policies

MARCH 30, 2023

Kitsap County and its cities adopted and ratified a major update to the countywide planning policies (CPPs) in December 2021 (Ordinance 601-2021). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Strategy in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Kitsap County and its four cities. Notable changes to the policies include new and revised policies focused on planning for urban growth, transportation, climate change and equity. In January 2023, Kitsap County adopted 2044 population and employment growth targets (Ordinance 619-2023) as an appendix to the CPPs to support the 2024 comprehensive plan updates and implement the VISION 2050 Regional Growth Strategy.

The Kitsap County CPPs were updated using the Kitsap Regional Coordinating Council (KRCC) planning framework and included planning staff from KRCC jurisdictions, regional and state agencies, and Tribes. Following adoption, KRCC completed the PSRC consistency tool for countywide planning policies and submitted the reporting tool along with a completed set of CPPs.

COUNTYWIDE PLANNING POLICIES CERTIFICATION

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

CERTIFICATION RECOMMENDATION

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

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

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

REVIEW OF COUNTYWIDE PLANNING POLICIES

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

Regional Collaboration

SCOPE OF REVIEW

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

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

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

Recognize military installations and their beneficial impacts and challenges.

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

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

WHAT'S IN THE POLICIES

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

- A robust set of policies emphasizing joint planning and collaboration between the cities and the county. (CW-3, UGA-3 – 5, ED-2 – 3, CT-1 – 6, RR-4 – 5)
- Policy chapters recognize the importance and provide a framework for working with Tribal governments and military installations. (Elements L and M)
- New policies and updated goals through multiple elements were added to address aspects of equity and support local implementation.

DISCUSSION

- Changes to VISION 2050 and state law elevated policy to ensure coordination with Tribal governments. While Element L emphasizes Tribal governments coordination, it does not provide specificity regarding Tribal coordination on incompatible uses, impacts on Tribal lands, the economic role of Tribes and coordinated planning for services and facilities (MPP-RC-1, MPP-RC-4, MPP-DP-7, MPP-DP-51, MPP-Ec-15, MPP-PS-23). Care should be taken during the update of local plans to ensure coordination with Tribes on the full range of planning areas.

Regional Growth Strategy

SCOPE OF REVIEW

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

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

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

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

WHAT'S IN THE POLICIES

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

- Adopted population and employment growth targets align with the Regional Growth Strategy, supporting significant growth in Metro, Core and High-Capacity Transit Communities and reducing the rate of rural growth over time. (Appendix B)
- Policies provide a clear process to establish growth targets, coordinate growth and consider changes to the urban growth area. (UGA-3 – 5)
- Updated policy to recognize and implement the Regional Growth Strategy. (UGA-5b)

DISCUSSION

- UGA-5 continues to include a goal for 76% of new population growth to occur within the urban growth area. The current goal does not reflect the shares of growth in the Regional Growth Strategy and Kitsap's adopted growth targets. The adopted growth targets that guide the county's plan are consistent with the rural rate of growth in VISION, but this policy should be revised to reflect lower rates of rural growth.
- Kitsap County is commended for a collaborative process to develop growth targets that implement VISION 2050. VISION 2050 states that PSRC will be looking for substantial consistency with adopted growth targets in certification review. An important step of the 2024 comprehensive plan update process will be for jurisdictions to provide capacity and planning to accommodate growth. PSRC staff is available to provide assistance as local plans are developed.
- VISION 2050 and the Regional Growth Strategy emphasize transit-supportive densities and growing near high-capacity transit station areas, such as ferry terminals and future bus rapid transit stops, where services and infrastructure exist and are prioritized. Local plans should also emphasize the need for transit-supportive densities and growth near high-capacity transit station areas beyond designated centers. (MPP-RC-8, MPP-RGS-8, H-7-8, MPP-DP-22).

Environment

SCOPE OF REVIEW

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

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

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

Support protection of critical areas and incentivize environmental stewardship.

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

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

Avoid and/or mitigate environmental impacts for vulnerable populations.

Reduce pollution, including air toxics, greenhouse gases and stormwater.

WHAT'S IN THE POLICIES

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

- ☑ Policies to coordinate on watershed and land use planning (NE-7a-d)
- ☑ Policies to create a regional network of open space by implementing the open space plan, preserving and enhancing open space linkages and wildlife habitat, and supporting green infrastructure (NE-1a-g)
- ☑ Policies to protect air quality by reducing levels of toxins and greenhouse gases, including by using clean, efficient fuels (NE-4a-b)
- ☑ Updated policy to ensure that all residents have equitable access to clean air and water (NE-2)

DISCUSSION

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

Climate Change

SCOPE OF REVIEW

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

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

Support reducing building energy.

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

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

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

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

WHAT'S IN THE POLICIES

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

- ☑ Updated policies to focus growth in the urban growth area, centers and near high-capacity transit (NE-8a)
- ☑ Policies support recognizing and implementing actions to achieve state and regional emission reduction goals. (NE-8f)
- ☑ Expanded policies to plan for impacts from climate change, including sea level rise, flooding, wildfire hazards and urban heat. (NE-8e)

DISCUSSION

- MPP-CC-10 calls for addressing rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain. The CPPs do not address this policy area, but countywide coordination and local plans should address how climate change may impact the siting and relocation of these facilities.

Land Use/Development Patterns

SCOPE OF REVIEW

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

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

Implement the **Regional Centers Framework**.

Maximize transit investments through appropriate densities.

Support center and station area planning.

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

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

Prioritize reducing health disparities and improving outcomes.

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

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

WHAT'S IN THE POLICIES

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

- Policies to implement the Regional Centers Framework, including detailed criteria and procedures to designate centers and a list of candidate countywide centers. (Element C, Appendix C & D)
- Policies support maintaining distinct urban identities with open space and natural features, promoting tiering and phasing of infrastructure within the urban growth area and promoting the efficient use of urban areas. (CWA-h)

DISCUSSION

- VISION 2050 includes policy direction for the county and cities to actively encourage and identify strategies to facilitate annexation (MPP-RGS-16). While the CPPs include important guidance on joint planning and the goal to annex or incorporate urban unincorporated areas, the policies would benefit from updated language to emphasize strategies and steps to remove barriers and actively encourage annexation.

Housing

SCOPE OF REVIEW

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

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

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

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

Expand **moderate-density housing** capacity.

Address **residential displacement**.

WHAT'S IN THE POLICIES

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

- Policies to address the full range of household income and housing types, including expanding zoning for middle-density housing and incentivizing a range of housing types, including transitional and supportive housing. (AH-2 – 3)

- ☑ New policy to develop a range of strategies to mitigate physical, economic and cultural displacement of low-income households as future growth occurs. (AH-6)
- ☑ Support for strategies for affordable housing in cities and urban unincorporated areas, including preservation and rehabilitation of existing housing, providing a range of housing types, providing mechanisms to help people purchase housing, and a range of regulatory strategies to incentivize affordable housing. (AH-4)

DISCUSSION

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

Economy

SCOPE OF REVIEW

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

Support recruitment and retention to foster a positive business climate.

Focus employment growth in centers.

Support industry clusters recognized in the Regional Economic Strategy.

Promote environmentally and socially responsible business practices.

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

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

Address **commercial displacement.**

WHAT'S IN THE POLICIES

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

- ☑ New policy to foster targeted economic growth in areas with low and very low access to opportunity to improve economic access and opportunity for current and future residents. (ED-4)
- ☑ Policies support coordination across government agencies to promote economic vitality and equity across Kitsap County. (ED-2a – b)
- ☑ Policies to support a more diverse economy in Kitsap County, along with providing a spectrum of jobs and providing opportunities for all segments of the community. (ED1a – g)

DISCUSSION

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

Transportation

SCOPE OF REVIEW

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

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

Maintain and preserve the transportation system.

Manage demand and support alternatives to driving alone.

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

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

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

Provide mobility choices for people with special needs.

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

Support the economy and the movement of people and goods.

WHAT'S IN THE POLICIES

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

- ☑ Policies to minimize impacts on the natural environment and human health, including capital programs to encourage alternatives to single-occupant vehicles, support public education about pollution and best management practices throughout the life of transportation facilities. (T-3)
- ☑ Strategies to encourage alternatives to single-occupant vehicles, including improving transit access, providing bicycle and pedestrian facilities, managing parking, implementing Complete Streets standards and other approaches to Commute Trip Reduction. (T-2)
- ☑ Policies addressing compatibility between land use and transportation facilities, including not using new road improvements as a catalyst for land use intensification, managing access on new transportation facilities outside the urban growth area, and using comprehensive plans and development regulations to ensure development does not create demands on capacity of the transportation system. (T-8)

DISCUSSION

- VISION 2050 continues the regional policy to prioritize transportation investments in centers and near transit, where growth is most likely to occur. The CPPs and countywide coordination should prioritize countywide and local transportation investments at countywide centers, high-capacity transit areas with a station area plans (such as ferries and bus rapid transit stops) and other local centers. County-level and local funding are also appropriate to prioritize to regional centers. Local plans can support these goals by coordinating on connecting roads and transit between and within centers and station areas. (MPP-RC-8)

Public Services

SCOPE OF REVIEW

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

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

WHAT'S IN THE POLICIES

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

- ☑ Updated policies on public capital facilities, including equity considerations in the siting of new facilities (Element G)
- ☑ Clear policies on the siting of essential public facilities (CF-10 – 15)
- ☑ Policies to promote affordability and equitable access to public capital facilities, including those communities that have been historically underserved, as well as considering disproportionately burdened communities when siting facilities (CF-4 – 5)

DISCUSSION

- VISION 2050 includes expanded emphasis on regional coordination in planning. The CPPs do not include guidance for jurisdictions to work with school districts on school siting and design, consistent with MPP-PS-26, 28. The CPPs and local plans should address coordination with school districts.

Conclusion and Next Steps

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

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



Puget Sound Regional Council

CONSENT AGENDA

April 20, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the City of Sumner's Stewart Road Corridor Completion: White River Bridge Project

IN BRIEF

The City of Sumner has submitted a request to change the status of the Stewart Road Corridor Completion: White River Bridge Project from "Candidate" to "Approved." Per PSRC's adopted procedures, requests to change a project status require Board action. At its meeting on April 13, the Transportation Policy Board recommended that the Executive Board authorize changing the status of the project as requested.

RECOMMENDED ACTION

The Executive Board should authorize a change in project status for the City of Sumner's Stewart Road Corridor Completion: White River Bridge 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 have the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

This project will replace the existing two-lane bridge over the White River at Stewart Road. The existing bridge will be removed, and a new bridge will accommodate four lanes of traffic and a separated shared use path on the north side of the roadway. Adjacent intersections at Butte Avenue and 140th Street Court East will be modified to accommodate the new roadway grade and lane configurations.

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	Stewart Road Corridor Completion: White River Bridge Project
Total Project Cost	\$35,188,885
Consistency with Regional Policies	This project is consistent with regional policy.
Benefit-Cost Analysis	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.
Environmental Documentation	NEPA DCE (Documented Categorical Exclusion) was issued in December 2022. SEPA DNS (Determination of Non-Significance) was issued March 2023.
Other Planning Requirements	The City of Sumner has executed an Interlocal Agreement with Pierce County, an agreement with Puget Sound Energy is pending, and Pierce County and City of Sumner shoreline permits are expected to be granted in Spring 2023.
Financial Feasibility	The project is fully funded with \$16,561,339 of federal funds, \$9,700,000 of state funds, and \$8,927,546 of local funds for a total cost of \$35,188,885 in 2023 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 Mitch Koch at 253-356-5481 or mkoch@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

April 20, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: Recommend Authorizing a Change in the Regional Transportation Plan Project Status for WSDOT's SR 9 and SR 204 Intersection Vicinity Improvements Project

IN BRIEF

WSDOT has submitted a request to change the status of the SR 9 and SR 204 Intersection Vicinity Improvements Project from "Candidate" to "Approved." Per PSRC's adopted procedures, requests to change a project status require Board action. At its meeting on April 13, the Transportation Policy Board recommended that the Executive Board authorize changing the status of the project as requested.

RECOMMENDED ACTION

The Executive Board should authorize a change in project status for WSDOT's SR 9 and SR 204 Intersection Vicinity 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 have the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

Improvements to the SR 9 and SR 204 intersection vicinity will be constructed in three stages and extend from SR 9 MP 15.12 to SR 9 MP 16.05. Stage I construction includes a new southbound through lane on SR 9 between Market Place and 4th Street SE. Stage I construction also converts the southbound right-turn pocket on SR 9 into a through lane between 4th Street NE and Market Place.

Stage II construction includes a new northbound through lane on SR 9 between Market Place and 4th Street NE, converting and extending the existing right-turn pocket on northbound SR 9 to a through lane between 4th Street SE and Market Place, right-turn pockets from westbound Market Place to northbound SR 9, from northbound SR 9 to 4th St NE and from southbound SR 9 to westbound Market Place.

Stage III construction includes two-lane roundabouts along SR 9 at the intersections of SR 204 and N Davies Road, and two mini roundabouts along Vernon Road at the intersections of 91st Avenue NE and N Davies Road. Other improvements include stormwater control, landscaping, signage, traffic control, pavement markings, lighting, and bicycle and pedestrian facilities.

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	SR 9 and SR 204 Intersection Vicinity Improvements Project
Total Project Cost	\$68,944,001
Consistency with Regional Policies	This project is consistent with regional policy.
Benefit-Cost Analysis	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.
Environmental Documentation	SEPA DNS (Determination of Non-Significance) was issued March 2022.
Other Planning Requirements	WSDOT and the City of Lake Stevens executed two Construction Agreements.
Financial Feasibility	The project is fully funded with \$68,944,001 of state funds in 2022 year of expenditure dollars.

Review Criteria	SR 9 and SR 204 Intersection Vicinity Improvements Project
Air Quality Conformity	Approving this project will not change the region's air quality conformity determination.

For more information, please contact Mitch Koch at 253-356-5481 or mkoch@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

April 20, 2023

To: Executive Board

From: Mayor Becky Erickson, Chair, Operations Committee

Subject: **Approve Contract Authority for Transportation Projects Online Application Services**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000. A request is being made to authorize a consultant contract, not to exceed \$30,000, for ongoing maintenance, improvements, and updates to PSRC's online system for applications and forms.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter a consultant contract for an update to the TIP Database and Online Application Services up to the amount of \$30,000.

BUDGET IMPACT

The adopted Biennial Budget and Work Program for Fiscal Years 2022-2023 includes sufficient funds for TIP Database and Online Application Services support. The total budget for this consultant work is not to exceed \$30,000.

DISCUSSION

To support the Transportation Improvement Program (TIP) and PSRC's project selection processes, a suite of online forms is used that allow project sponsors and funding applicants to submit and manage their applications in a centralized website. These forms allow for a more efficient system for tracking, reviewing, and organizing applications, as well as for PSRC to provide timely feedback to project sponsors.

The online system has been used and maintained for many years, and regular improvements and updates are required. In advance of the next project selection processes for PSRC's federal funds there are several updates that are necessary, including revised questions as directed by PSRC's boards and various improvements to existing features and functionality. In addition, on-call support is necessary to assist with future needs as they arise. These improvements will allow us to further streamline our data-gathering process and to continue to provide greater customer service to our member jurisdictions.

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



Puget Sound Regional Council

ACTION ITEM

April 20, 2023

To: Executive Board

From: Mayor Becky Erickson, Chair, Operations Committee

Subject: **Recommend Adoption of Fiscal Years 2024-2025 Budget and Work Program**

IN BRIEF

On Thursday, April 27, 2023, the Executive Board will be asked to recommend to the General Assembly the Fiscal Years 2024-2025 Biennial Budget and Work Program for adoption on May 30, 2023.

An April approval by the Executive Board is needed to stay on schedule for adoption at the May 30 General Assembly.

RECOMMENDED ACTION

- 1. Recommend that the General Assembly approve the Proposed FY 2024-2025 Biennial Budget and Work Program.**
- 2. Recommend that the General Assembly adopt Resolution PSRC-A-2023-01 authorizing the submittal of the adopted Fiscal Year 2024-2025 Biennial Budget and Work Program.**

BUDGET IMPACT

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

DISCUSSION

The Puget Sound Regional Council is the federally designated Metropolitan Planning Organization and state designated Regional Transportation Planning Organization for the four-county area and has specific responsibilities under the Infrastructure Investment and Jobs (IIJA) Act, Fixing America's Surface Transportation (FAST) Act, Clean Air Act (CAA), the state Growth Management Act (GMA), the Economic Development Act (EDA), and the Interlocal Agreement approved by PSRC members.

PSRC is funded through a combination of federal and state grants and local funds. Federal grants traditionally make up nearly 80 percent of the funding, while state grants contribute about 5 percent. Local funds provide approximately 15 percent and are used to match the state and federal grants, and fund work not covered by federal and state grants.

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

The Operations Committee, which has primary responsibility for developing the annual Budget and Work Program, began work on the budget in September with a review of key dates. In October, the committee reviewed the revenue and expenditure assumptions as well as PSRC's financial policies. The resulting draft Budget and Work Program received a final review by the Operations Committee on December 1, 2022.

The Executive Board, Transportation Policy Board, Growth Management Policy Board, and Economic Development District Board were given information on the proposed draft Budget and Work Program in January.

By the conclusion of their March 23rd meeting, the Operations Committee will have finalized a recommended Budget and Work Program for presentation to the Executive Board for approval at their meeting on April 27th, 2023. The action to adopt the Proposed FY 2024-2025 Biennial Budget and Work Program by the General Assembly is contingent upon Executive Board approval in April.

To view the Proposed Biennial Budget and Work Program, Fiscal Years 2024-2025 online, please refer to: [Fiscal Years 2024-2025: Biennial Budget and Work Plan: July 2023-June 2025 \(psrc.org\)](https://psrc.org)

If you have questions, please call Andrew Werfelmann, PSRC Budget Manager, at (206) 688-8220 or email awerfelmann@psrc.org.

Attachments:

BudgetWorkProgram_Resolution GA2023 as of 03-03-23



Puget Sound Regional Council

RESOLUTION NO. PSRC-A-2023-01

A RESOLUTION of the Puget Sound Regional Council Authorizing Submittal of the Fiscal Years 2022-2023 Biennial Budget and Work Program

WHEREAS, the General Assembly of the Puget Sound Regional Council (PSRC), at its meeting on May 30, 2023, adopted the Biennial Budget and Work Program for Fiscal Years 2024-2025;

WHEREAS, that the Executive Director of the Puget Sound Regional Council is authorized to submit to the federal and state agencies the grant application to carry out the Biennial Budget and Work Program, and all supporting information, including procedures to ensure compliance with the requirements of the U.S. Department of Transportation, the Economic Development Administration; the Environmental Protection Agency; the Federal Aviation Administration; the United States Geological Survey; and the Washington State Department of Transportation.

NOW THEREFORE BE IT RESOLVED that the Executive Director is designated as the authorized official to execute grant contracts on behalf of the Puget Sound Regional Council with the United States Department of Transportation, the Economic Development Administration; the Environmental Protection Agency; the Federal Aviation Administration; the United States Geological Survey; and the Washington State Department of Transportation in support of the adopted budget and work program; and

BE IT FURTHER RESOLVED that the Executive Director of PSRC is authorized to incur costs beginning on July 1, 2023, and receive planning monies from the federal and state agencies and local jurisdictions pursuant to the adopted Biennial Budget and Work Program for Fiscal Years 2024-2025 for the Puget Sound Regional Council.

ADOPTED by the Assembly this 30th day of May, 2023.

Claudia Balducci, Councilmember
King County
President, Puget Sound Regional Council

ATTEST: _____
Josh Brown, Executive Director



Puget Sound Regional Council

ACTION ITEM

April 20, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: Approve Regional Transportation Plan Project Amendments

IN BRIEF

At times it may be necessary to amend the Regional Transportation Plan (RTP) between the regularly scheduled four-year updates. The current plan was adopted in May 2022 and some changes have occurred to projects throughout the region that require an amendment to the plan. To accommodate these changes, the region has adopted procedures to allow for minor amendments that may be approved by the Executive Board on an ad hoc basis. A minor amendment is consistent with the plan's air quality conformity determination, environmental analysis under the State Environmental Policy Act (SEPA) and adopted financial strategy.

Seven agencies have requested an amendment to the RTP for eight projects. More information is provided below and in Attachment A on the projects and the staff review. At its meeting on April 13, the Transportation Policy Board recommended adoption of the amendment.

RECOMMENDED ACTION

The Executive Board should adopt a minor amendment to the Regional Transportation Plan to reflect revisions to the Regional Capacity Project list as identified in Attachment A.

DISCUSSION

The current RTP was adopted in May 2022. While PSRC is required by federal law to review and update the plan at least every four years, it is recognized that projects in the plan evolve and change over time. Opportunities are provided monthly for sponsors of

Regional Capacity Projects¹ to request a change in project status to the Transportation Policy and Executive Boards, and minor administrative updates may be made as needed as long as they are consistent with the plan's air quality conformity finding. More substantive project revisions require either a minor or a major amendment to the plan.

A minor plan amendment will have no negative impact on the regional air quality conformity determination, will not require additional plan-level environmental review under SEPA, and will be consistent with the plan's financial strategy. Minor plan amendments may be adopted by action of the Executive Board and are generally scheduled on an ad hoc basis. A major plan amendment will require additional environmental review and require action by the General Assembly; as such, they are conducted less frequently.

Seven agencies have requested eight projects be amended into the RTP. These are either new projects not yet evaluated or modifications to the scope and cost of existing projects. As a reminder, the air quality conformity determination and the plan's financial strategy encompass the investments in the Constrained portion of the plan; the SEPA environmental analysis encompasses the full plan, including both Constrained and Unprogrammed. In order to proceed towards implementation, projects must be included in the Constrained plan.

Attachment A describes the requested project additions and changes. All requested revisions were reviewed per the adopted RTP administrative procedures ([Appendix D1](#)). For new projects, projects requesting to be moved from Unprogrammed to Constrained, or for scope changes to existing Constrained projects, this review includes the following: the project as described must be derived from a comprehensive planning process; all affected parties must be in agreement; and the project must respond to the RTP Prioritization questions covering the nine adopted measures. The requested amendments are also reviewed for consistency with the plan's adopted financial strategy and air quality conformity finding.

The prioritization scores for these projects, per the adopted Prioritization Framework, were compared to the scoring framework and decision process conducted as part of the plan adoption in 2022. Past practice has been to compare project scores to the lowest quartile of all project scores, per four main project types: state routes, arterials, transit, and bicycle/pedestrian. The prioritization scores for the requested projects in this amendment are all above the lowest quartile of scores for the adopted plan.

Regional transportation plans are required to conform to established state air quality plans.² As such, an assessment of the amendment's potential impact to the RTP's

¹ The majority of investments contained in the transportation plan are programmatic in nature, such as preservation, maintenance, operations, and local transportation investments. However, projects adding capacity to the regional system are required to be included on the Regional Capacity Projects List. [Thresholds](#) for all modes are identified to determine whether a project is programmatic or adding regional capacity.

² Air quality conformity must be addressed for areas designated by the U.S. Environmental Protection Agency as

positive finding of air quality conformity was also conducted. Based on the location of the requested projects and the proposed revisions, the minor amendment to the plan will not impact the region's positive finding of air quality conformity.

Lastly, three of the requested projects add a significant amount of expenditure to the plan; to maintain the financially constrained status of the plan, these sponsors have identified existing projects to move from Constrained to Unprogrammed. The reasons for moving these particular projects, identified in Table 3 of Attachment A, have to do with the timing and priority of each project. Additional opportunities will be provided in the future to address any further project changes, either during the next full plan update or as part of a mid-cycle update.

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

Attachments:

A – Proposed Regional Transportation Plan Amendment – Project Details

nonattainment or maintenance for specific pollutants. Within the Puget Sound region, there is currently a fine particulate matter (PM2.5) maintenance area. The region is in attainment of all other criteria pollutants. The State Implementation Plan for Air Quality (SIP) provides a blueprint of how these areas will meet and maintain the National Ambient Air Quality Standards. Positive findings of conformity to the SIP are required for transportation plans and projects within these areas.

ATTACHMENT A: PROPOSED REGIONAL TRANSPORTATION PLAN AMENDMENT - PROJECT DETAILS

Table 1: New Projects Submitted to the Constrained Plan

Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
Bellevue	150th Avenue SE Mobility Improvements	Rechannelize 150th Avenue SE southbound to include a third travel lane from SE 28th Street to SE 38th Street; widen the 150th Avenue SE/Eastgate Way intersection to add a second northbound left turn pocket on 150th Avenue SE and second westbound receiving lane on Eastgate Way; widen the 150th Avenue SE/SE 37th Street intersection to add a second westbound left turn pocket on SE 37th Street and a second eastbound right turn pocket from the I-90 off ramp to 150th Avenue SE as well as eliminate the unnecessary eastbound left turn option on this leg; provide widening and channelization improvements along SE 37th Street from 150th Avenue SE to the I-90 eastbound on-ramp; re-channelize and add turn lane extensions on the 150th Avenue SE I-90 overpass; and provide intersection re-channelization and signal enhancements at the intersection of 150 th Avenue SE and SE 38th Street.	\$12,500,300 Project is fully funded	2027	57
Kent	Willis Street Enhanced Pedestrian Crossing at 2nd Ave S with Road Diet	Convert the existing 4-lane section of Willis Street (SR 516) in downtown Kent to 3 lanes plus barrier curb, by converting the inside westbound lane to a median refuge with Rectangular Rapid Flashing Beacon pedestrian crossing at 2nd Ave S.	\$901,400 Project is fully funded	2025	59
Port of Seattle	Airport Access Improvement and Congestion Reduction Project	The project will provide dedicated access to the Parking Garage and Ground Transportation Center by adding two travel lanes to the North Access Expressway (NAE). The NAE is the only principal arterial that delivers travelers to SEA's Terminal, Parking Garage, and Ground Transportation Center.	\$88,752,600 Project will be funded with current and future airport revenue bonds and/or federal grants	2026	42

Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
Seattle	NE 130th St Station: Corridor Access & Safety Improvements	<p>The project will provide areawide multimodal transit access and safety improvements around the NE 130th St light rail station. The project includes a phased series of planned and potential lane reconfigurations on select roadway segments to calm traffic and improve safety along the corridor. Lane conversions will impact roadway capacity along this principal arterial to accommodate enhanced bike facilities and in-lane bus stops. Some of the roadway segments to be rechannelized are confirmed, along NE 130th and Roosevelt Way NE, while others will be evaluated for potential inclusion through the design process (along NE 125th). Safety measures and multimodal enhancements are also being evaluated, e.g., new and improved transit stops and amenities, pedestrian crossing improvements, signal improvements, bicycle facilities, etc.</p>	<p>\$18,000,000</p> <p>45% currently funded; future funding anticipated from partner agencies and state grants</p>	2026	51
Seattle	Aurora Avenue Corridor Improvement Project	<p>Enhance safety and efficiency for active transportation users, freight operations and transit services, including the RapidRide E Line in partnership with King County Metro, with multi-modal capital improvements along a 7.6 mile segment of the SR99/Aurora Ave N corridor between Harrison St and N 145th St. This project will explore capacity reduction along the entire corridor alongside additional speed and reliability measures, roadway reconstruction, ITS and safety improvements and pedestrian, bike and freight improvements.</p> <p>Project elements being evaluated for inclusion throughout the corridor include new and upgraded sidewalks, new traffic signals at priority intersections, upgraded pedestrian crossings, new roadway and pedestrian-scale lighting, lane</p>	<p>\$425,000,000</p> <p>\$52 million currently funded; see Table 3 to address financial constraint</p>	2038	71

Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
		<p>reconfigurations, street trees and landscaping, new medians and access management. Pending further analysis and planning, final design could also potentially include lane conversions that reduce vehicular capacity along the principal arterial corridor to accommodate new or expanded BAT lanes and/or separated bicycle facilities, such as protected bike lanes.</p> <p>The project will also require upgrades to the existing undersized drainage system within the Densmore Drainage Basin to improve the management of stormwater runoff on the corridor and prevent flooding within the drainage basin. Required drainage upgrade costs, cost-share and scope details are still being defined and will be addressed separately in partnership with Seattle Public Utilities.</p>			
Shoreline	175th Street (5th Ave NE to 15th Ave NE)	Project will restripe the existing 4-lane roadway to a 3-lane roadway (1 lane in each direction and a center turn lane), add bike lanes, and add pedestrian crossing improvements.	\$812,000	2027	35

Table 2: Requested Revisions to Existing Constrained Projects

Table 2A, Renton

Lake Washington Loop Trail, Project ID 4296

Splitting the project into two segments, and updating the scope and cost

Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
Lake Washington Loop Trail	1.3 miles of pedestrian and bicycle facilities to complete a gap in the Lake Washington Trail system, including a 12-foot wide path, landscaped buffer, pedestrian ramps, pedestrian level lighting, signage	From: \$28,600,000 To: \$5,413,300	From: 2025 To: Completed	62

Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
	and pavement markings. From Rainier Avenue S/Airport Way to Logan Ave N/Cedar River Trail junction.			
Rainier Avenue North Corridor Improvements Phase 5	Project elements include widening the sidewalk on the west side of the street, adding pedestrian-scale illumination, and completion of the final phase of the Lake Washington Loop (multi-use) Trail in Renton. North of NW 3rd Place there is excess northbound road capacity, and the project will remove one of the two northbound lanes on Rainier Avenue N.	\$26,000,000	2031	42

Table 2B, WSDOT

I-5 @ SR 18/SR 161 (Triangle) Phase 2, Project ID 5535

Updating the scope, cost and completion year

Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
I-5 @ SR 18/SR 161 (Triangle) Phase 2	From: This project modifies the I-5/SR 18/SR 161 interchange by constructing a southbound Collector-Distributor lane from SB I-5 to the intersection of 359TH ST and 356TH St along SR 161 and makes other interchange modifications, to improve congestion and safety.	From: \$85,000,000	2026	56
	To: This project modifies the I-5/SR 18/SR 161 interchange by constructing a southbound Collector-Distributor lane from southbound I-5 to the intersection of 359th St and 356th St along SR 161, constructing a northbound I-5 auxiliary lane, a two-lane ramp from northbound I-5 to eastbound SR 18, and other interchange modifications, to improve congestion and safety. This project will also correct about 12 fish barrier culverts and constructs a multi-lane roundabout at the intersection of SR 161/S 356th St/16th Ave S.	To: \$210,000,000 See entry in Table 3 to address financial constraint	2028	57

Table 3: Moving Constrained Projects to Unprogrammed

For financial constraint balancing

Plan ID	Sponsor	Project Title	Project Cost \$2022	Completion Year
4092	Seattle	RapidRide E Line	\$164,484,500	2040
5634	Seattle	Seattle Central Business District ITS	\$133,598,400	2024
5635	Seattle	SODO Area ITS	\$125,248,500	2025
		<i>Seattle subtotal</i>	<i>\$423,331,400</i>	
4198	WSDOT	I-5 @ Lake City Way	\$92,998,000	2030



Puget Sound Regional Council

ACTION ITEM

April 20, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approve 2023 Project Tracking and Delivery**

IN BRIEF

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

Information is provided below on four action items being brought to the board related to 2023 project tracking and delivery: projects requesting an extension per adopted policy; a requested exception to the adopted project tracking policies; a proposed addition to the policies to support delivery on an annual basis; and a supplemental funding action required to meet the 2023 delivery target. At its meeting on April 13, the Transportation Policy Board recommended approval of the actions related to 2023 project tracking and delivery.

RECOMMENDED ACTION

The Executive Board should approve the actions related to 2023 project tracking and delivery as detailed in Attachments 1-4.

DISCUSSION

PSRC has been monitoring the progress of projects awarded PSRC's federal funds through a project tracking system first implemented in 2000. The adopted project tracking policies are designed to ensure the timely use of PSRC funds and to increase the delivery of transportation investments that support the region's long-range plans. The project tracking program has evolved over the years to ensure the successful

delivery of projects by addressing issues of delayed projects and the potential risk of losing unused funding. This evolution has included responding to the annual delivery target requirement begun in 2013 for all regions of the state. Regions must meet their delivery target for each year's FHWA funds or risk losing the unused portion of funds to other parts of the state.

To recognize the increased emphasis on project delivery, the current project tracking policies provide a firm obligation deadline of June 1st of each year, with the possibility of a one-time extension to the next federal fiscal year. In addition, the policies include the prioritized strategies listed below that are implemented when there are not enough projects able to deliver in a given year, and additional measures need to be taken in order to meet the required annual delivery target.

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

Strategies 1 and 2 work with projects that have already been awarded PSRC funds and can help the region meet the target with no overall increase of funding. When these strategies are exhausted, Strategies 3 through 5 are implemented as necessary, to award new funds to immediately ready to go projects.

Project Extension Recommendations

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

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

PSRC staff has reviewed the requested extensions for 2023 in collaboration with the Washington State Department of Transportation and the chairs of the Regional Project

Evaluation Committee and the four countywide transportation forums. A very thorough and detailed review of every project is conducted, with an assessment of each request's consistency with the adopted project tracking policies. All but two of the one-year extension requests are recommended for approval. A summary of each project and the reason for the delay, as well as the reasons behind the recommendation to deny two of the requests, is included in Attachment 1.

Project Exception Request

The adopted project tracking policies also include provisions for when agencies may request an exception. These exception requests are evaluated on a case-by-case basis and fall under the following parameters: the phase in question remains fully funded, can be implemented within six months of board action, and there is a compelling need for the exception. In general, exceptions may be granted when the reason is outside the control of the sponsoring agency.

Kitsap County has requested an exception to the adopted project tracking policies for the National STEM School project. The exception request is for additional time above and beyond the one-year extension already granted for the project, due to unforeseen and lengthy delays related to reviews by the U.S. National Marine Fisheries Service. In collaboration with the chairs group referenced above, this request is recommended to be approved and an additional six months beyond the extended deadline granted. Additional details are provided in Attachment 2.

Recommendation for Policy Addition

For the first time, in 2022 the region did not meet its annual FHWA delivery target. Under these circumstances, each region has an additional year before any funds are revoked – i.e., this year PSRC must meet its 2023 delivery target plus the amount of the 2022 target not met; if the combined target amount is not met, the unused portion of funding will be redistributed to other areas of the state.

The rebalancing process described above was conducted in 2022 and a supplemental funding action taken to ensure any gaps were being filled from extension requests and returned funding. This process is completed every year by June, to meet an August state deadline for the delivery target. However, there were two unexpected occurrences after June of last year that caused the region to fall short of the delivery target – two projects that were expected to deliver by the deadline did not, and several projects returned a high and unanticipated amount of funding that was discovered in late summer.

The rebalancing steps in the adopted project tracking policies are designed to address gaps in delivery prior to June of each year, resulting in a suite of projects that will subsequently move forward to meet or exceed the target by the end of the federal fiscal year. Due to the processing time and state and federal requirements for obligating federal funds, there is not available time after June for any further supplemental funding

actions to new phases or projects. The policies do not currently provide PSRC staff with any additional tools beyond the June timeframe to address any unexpected gaps in delivery.

PSRC has been working with a Project Delivery Working Group comprised of members of RPEC and the four countywide transportation forums over the last several months to develop a recommendation for such an emergency tool. Should an unforeseen gap in delivery be discovered in the June through August timeframe, the tool would allow PSRC – under the authority of the Executive Director – to quickly backfill the gap without requiring further board action or additional processing time. This would only be used in an emergency situation, when a gap is discovered after the normal policies and procedures as identified elsewhere in this memo.

Details of the recommendation from the Project Delivery Working Group, which has also been recommended by the Regional Project Evaluation Committee, are included in Attachment 3.

Supplemental Funding Action

Based on the extension requests identified in Attachment 1, as well as funds returned from cancelled projects or projects needing less funds than originally anticipated, there is a gap to achieving the 2023 delivery target. Over the last several months, staff has worked through each of the adopted prioritized strategies identified above. Several sponsors were able to assist the region by advancing their projects from later years into 2023, as described under strategy 1. No project candidates were available under strategy 2, so sponsors of projects on the adopted contingency list were contacted to determine if their projects were immediately ready to go per strategy 3. There were more available projects than needed to fill the gap, so the adopted procedures regarding the percentages by forum were followed. Per past practice, a buffer amount above the delivery gap is included to mitigate any additional return of funds or canceled projects that may impact delivery totals. This year the buffer amount is higher than has been included in previous years.

Attachment 4 identifies the recommendations to immediately ready to go contingency projects, by forum. Information on the full contingency lists by forum may be found on PSRC's [project selection](#) web pages. Please note that a minor correction has been made to two projects since the Transportation Policy Board action, to reflect the appropriate federal amount requested for two projects.

Summary of Actions

At its meeting April 27, the Executive Board will be asked to take four distinct actions as described above and in Attachments 1-4:

1. Project Extension Recommendations
2. Project Exception Request

3. Recommendation for Policy Addition
4. Supplemental Funding Action

With these actions, there is every expectation that the 2023 delivery target will be met or exceeded, and tools put into place to quickly and efficiently address any unexpected occurrences that result in an additional delivery gap.

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

Attachments:

1. Project Extension Recommendations
2. Project Exception Request
3. Recommendation for Policy Addition
4. Supplemental Funding Action

Attachment 1: Project Extension Recommendations

1-Year Extensions Recommended for Approval

Sponsor	Project Title	Award Amount	Phase	Summary of Reason for Delay
Bainbridge Island	Eagle Harbor Dr Ph1 Shoulder Improvements	\$735,000	Construction	Expanding scope and combining projects to leverage resources and economies of scale.
Covington	SR 516 and Covington Way Intersection Improvements	\$1,069,000	Right-of-Way	State-requested scope change from traffic signal to roundabout, which led to project delays.
Edmonds	76th Ave. W @ 220th St. SW Intersection Improvements	\$387,500	Right-of-Way	Scope change to reduce right-of-way impacts, reduce creation of impervious services, and provide shorter pedestrian crossings delayed project. This project also includes a scope change, with a proportional return of \$143,500 of PSRC funds.
King County	S 360th St at Military Road South Intersection Improvement	\$2,703,125	Construction	Design process was extended to address complex drainage design and wetland factors, resulting in a more significant ROW acquisition plan.
Kitsap County	STO - Port Gamble Trail A, B, & D	\$1,992,162	Construction	Changes to environmental determinations and design necessitated changes to scope of the project. The scope change includes a proportional return of \$564,912 of PSRC funds.
Lake Stevens	Main Street Improvements Project	\$2,580,000	Construction	Delayed sewer mainline construction and recent construction in the corridor triggered a change in scope of the project and major modifications to construction plans. This project also includes a scope change, with a proportional return of \$620,380 of PSRC funds.
Lakewood	Steilacoom Blvd. SW Improvements: 83rd Av. SW to Weller Rd. SW	\$1,500,000	Construction	Delays encountered during right-of-way process.
Lynnwood	42nd Avenue W Improvements Segment 1	\$3,000,000	Right-of-Way	Delays due to historic preservation regulations.
Marysville	156th ST NE Corridor Improvements	\$1,003,412	Construction	Delays due to environmental regulations.
Marysville	53rd and 61st Intersection and Shared-Use Path Improvements	\$655,419	Construction	Delays encountered during right-of-way process.
Milton	Interurban Trail Connection	\$64,875	Right-of-Way	Delays related to right of way and environmental review and alignment with a WSDOT fish barrier removal project.

Port of Everett	SR529/W Marine View Dr. Bulkhead	\$1,500,000	Construction	Project encountered delays in obtaining Corps of Engineers permit due to delays in the National Marine Fisheries Service (NMFS) consultation process.
Poulsbo	Noll Road North Segment 3A	\$900,000	Construction	Additional ROW needs were identified during design phase that have delayed the project.
Seattle	Transportation Demand Management and Wayfinding Expansion	\$1,210,000	Construction	Delays due to external agency coordination and DBE requirements.
Snohomish County	36th/35th Ave W Phase 1: 164th St SW to 156th St SW	\$2,580,000	Construction	Delays in right-of-way property negotiations.
Stanwood	Viking Way Phase 2	\$865,000	Construction	Delays due to environmental reviews and regulations.
Tacoma	Water Ditch Trail Phase IIIA	\$2,273,631	Construction	Right-of-way and court scheduling delays.
University Place	35th Street Phase 2	\$2,125,000	Construction	Delays in right-of-way property negotiations.
WSDOT	SR 99/SR 516 to S 200th St - Paving & ADA Compliance	\$1,000,000	Construction	Additional right-of-way needs identified during design.
TOTAL:		\$28,144,124		

1-Year Extensions Recommended for Denial

Sponsor	Project Title	Award Amount	Phase	Reason for Denial
Mountlake Terrace	Veterans Memorial Park Trail Light Rail Access	\$577,581	Construction	The city has experienced staffing shortages over the last several years, and during the pandemic additional grace was provided to sponsors. The staffing issues continued through mid-last year, but based on additional information and review it was felt that work on this project could and should have begun earlier in order to meet the schedule and deadline for the funds. Continued staffing shortages as a reason for delay, or work not begun in a reasonable time to meet the deadline, are not consistent with the adopted project tracking policies.

Seattle	4th Ave Protected Bike Lane	\$1,900,000	Construction	Reason for delay is primarily shifting priorities within the agency, including internal decisions related to pursuing an alternate scope, which is not consistent with the adopted project tracking policies. <i>However -- the city has indicated they can meet the original June 1st deadline and move forward on the original scope of the project as awarded, at a lower amount of approximately \$1.3m, returning the balance of approximately \$600,000. They will pursue their additional scope elements with local funds at a future date.</i>
TOTAL:		\$2,477,581		

45-Day Extensions (information only)

Sponsor	Project Title	Award Amount	Phase
Seattle	Transportation Demand Management and Wayfinding Expansion	\$2,400,000	Other
Seattle	Georgetown to South Park Trail	\$1,500,000	Construction
Shoreline	SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$4,920,000	Construction
Shoreline	148th Street Non-Motorized Bridge (Phase 2)	\$2,500,000	Right-of-Way
Steilacoom	Old Military Road Pavement Preservation	\$750,000	Construction
Sumner	Fryar Avenue Shared Use Trail	\$655,143	Right-of-Way
Tacoma	J Street Bicycle Boulevard	\$2,500,000	Construction
TOTAL:		\$15,225,143	

Attachment 2: Project Exception Request

The following project was granted a 1-year extension for its construction phases in 2022. The project is unable to obligate by June 1, 2023 due to the reasons provided below, and is requesting that the Board grant an exception to the adopted Project Tracking Policies and allow an additional extension.

Kitsap County – National STEM School

Project Scope

- Add a sidewalk and bike lane on the west side of National Ave. from vicinity of Arsenal Way to vicinity of Preble St. (approx. 1,229 feet).
- Extend the southbound right turn lane on National Ave. at Loxie Eagans Blvd. (approx. 176 feet) and optimize signal timing at intersection.
- Close L St. vehicle access to National Avenue to reduce ped/vehicle conflicts near the interchange.
- Pavement overlay and ADA renovation (as needed) on National Ave. -vicinity of Charleston Beach Rd. to vicinity of 1st St. (City Limits), (approx. 5,027 feet).
- Pavement overlay and ADA renovation (as needed) on Loxie Eagans Blvd. - vicinity of City Limits to vicinity of Arsenal Way (approx. 1,880 feet)

Phase with Extension Request

Construction

PSRC funds = \$1,848,752

Local funds = \$300,000 Local

Reason for Request

The County is requesting an additional extension due to continued unanticipated delay in receiving National Environmental Policy Act (NEPA) approval. Consultations with the National Marine Fisheries Service (NMFS) are on continued hold as NMFS is in the process of implementing a policy shift concerning stormwater draining to Puget Sound.

Washington State Department of Transportation (WSDOT) Local Programs and Federal Highway Administration (FHWA) have reviewed the Biological Assessment (BA) for this project. WSDOT initiated informal Endangered Species Act (ESA) consultation with NMFS and US Fish and Wildlife Service (USFWS) on September 16, 2021. USFWS issued a Letter of Concurrence on February 16, 2022. As of the last communication with WSDOT Local Programs dated January 9, 2023, NMFS has not completed review of the BA.

The County does not anticipate any changes to the scope of the project as a result of the BA consultation from NMFS. However, NEPA cannot be submitted until the letter of concurrence from NMFS has been provided. PE and ROW certification cannot be

completed until NEPA has been approved. The County is requesting an additional extension to allow for the unknown timing of the NMFS BA consultation approval.

Recommendation

PSRC staff, in coordination with WSDOT and the RPEC and Countywide chairs, determined that the reasons for this request are consistent with the adopted project tracking policies for exceptions and recommend approval. The BA was submitted, and ESA consultation initiated, well in advance of the project's original obligation deadline. The County has worked to keep the project moving forward, and the emergent nature of the issue (NMFS delays) is outside the sponsor's control. Policies require a compelling need and the phase must be able to be implemented within six months of board action. In this case, it is recommended that the six-month clock begin after the end of the current extension deadline; the new deadline would therefore be December 1, 2023. Any extended date beyond that would be outside the adopted policies and up to the Board to determine.

Attachment 3: Proposed Policy Addition

REGIONAL PROJECT EVALUATION COMMITTEE / PROJECT DELIVERY WORKING GROUP RECOMMENDATION PSRC'S EMERGENCY POST-JUNE FISCAL YEAR DELIVERY TOOLS

Prior to June, PSRC will continue to utilize the adopted 5-step rebalancing process to fill the known delivery gap from project extensions, fund returns, etc. This includes Strategy 4, which allows an increase to the federal share of PSRC awarded phases in current fiscal year projects, as needed.

A recommendation is made to modify the application of Strategy 4 by utilizing absolute dollar amounts rather than using a percentage basis.

Emergency Tool Recommendation:

If unexpected delivery needs arise after the rebalancing exercise concludes (generally after June), the following steps would be utilized (in priority order):

1. Revisit the federal shares of current year obligated projects, for additional capacity beyond what might have been done during the initial rebalancing exercise pre-June.
 - *Note: PSRC will follow all applicable state and federal rules regarding increases / revisions to project funding that can be accomplished administratively, rather than through a full STIP amendment.*
2. Revisit the federal shares of prior years' projects—starting with one year prior and going back to each preceding year as needed—for additional capacity.

Note: Due to the final deadlines for FTA flex transfers, transit projects are not a likely option for the emergency toolkit.

Attachment 4: Supplemental Funding Action

Recommended Distribution of FHWA Funds to Immediately Ready-to-Go Projects on the Adopted Contingency Lists*

Sponsor	Project Title	Phase	Score	Amount Requested for Phase	Recommended Contingency Funding Amount
FHWA Regional					
WSDOT	SR 509 Extension Project Stage 2 (Final Stage) Local Commitment	Construction	62	\$ 3,000,000	\$ 3,000,000
Pierce County	Canyon Rd. E. (72nd St. E to Pioneer Way E.)	Preliminary Engineering/ Design	56	\$ 2,000,000	\$ 2,000,000
Shoreline	State Route 523 (N/NE 145th St) Aurora Ave N to I-5, Phase 2 (Corliss Ave to Wallingford Ave)	Right-of-Way	55	\$ 5,480,000	\$ 5,480,000
Arlington	180th Street Connector	Preliminary Engineering/ Design	46	\$ 482,678	\$ 482,678
				SUB-TOTAL: \$	10,962,678
King Countywide					
Bellevue	120th Avenue NE (Stage 4) NE 16th Street to Northup Way Multimodal Corridor Completion S	Right-of-Way	65	\$ 3,820,000	\$ 3,820,000
Bellevue	Bellevue College Multimodal Connector	Preliminary Engineering/ Design	64	\$ 2,125,000	\$ 2,125,000
Redmond^	Adaptive Signals (Downtown Vicinity)	Construction	59	\$ 865,000	\$ 865,000
Seattle	80th St and 85th St ITS Corridors	Preliminary Engineering/ Design	58	\$ 845,000	\$ 845,000
Auburn	Lea Hill Road/104th Avenue SE Roundabout	Preliminary Engineering/ Design	55	\$ 476,000	\$ 476,000

King County Roads	Berrydale Bridge #3086OX Corridor Safety Improvement Project	Preliminary Engineering/ Design	49	\$ 3,717,500	\$ 3,717,500
SUB-TOTAL: \$					11,848,500
Kitsap Countywide					
Kitsap Transit	Johnson Road Park and Ride	Preliminary Engineering/ Design	Rank 2	\$ 1,500,000	\$ 1,390,000
SUB-TOTAL: \$					1,390,000
Pierce Countywide					
Sumner	Rivergrove Community Pedestrian Bridge	Preliminary Engineering/ Design	42	\$ 500,000	\$ 500,000
Lakewood	Military Rd. SW Edgewood to 112th	Preliminary Engineering/ Design	37	\$ 311,400	\$ 311,400
Sumner	Tacoma Ave Overlay and Intersection	Preliminary Engineering/ Design	37	\$ 328,700	\$ 328,700
SUB-TOTAL: \$					1,140,100
Snohomish Countywide					
Marysville	67th Ave NE & 52nd St NE Intersection Improvements	Preliminary Engineering/ Design	53	\$ 240,000	\$ 240,000
SUB-TOTAL: \$					240,000
Transportation Alternatives Program					
Seattle	Pioneer Square Historic Areaway Restoration, Phase 1	Preliminary Engineering/ Design	78	\$ 350,000	\$ 350,000
Pierce County	159 St. E. (SR-7 to 3rd Ave. Ct. E.)	Right-of-Way	72	\$ 1,077,790	\$ 1,077,790
Edgewood	Interurban Trail Phase III (Jovita Canyon)	Preliminary Engineering/ Design	70	\$ 441,150	\$ 441,150

Maple Valley	SR 169 Pedestrian Bridge at SE 258th ST	Preliminary Engineering/ Design	56	\$ 878,148	\$ 878,148
North Bend^	Tanner Trail Extension Project	Preliminary Engineering/ Design	54	\$ 158,087	\$ 158,087
SUB-TOTAL: \$					2,905,175
TOTAL RECOMMENDED FUNDING TO CONTINGENCY LIST PROJECTS \$					28,486,453

* Given the increase in PSRC's TAP allocations, funds were recommended first to all immediately ready to go projects on the TAP contingency list. Per adopted procedures, the balance of the needed funding to fill the gap was then proportionally split 50/50% between the regional and countywide contingency lists, with the countywide contingency amounts based on their respective population shares. Not every countywide forum had enough projects to meet the available funding, and in that circumstance available funds were then recirculated based on the same distribution procedures.

^ The amounts for these two projects have been corrected; the original amounts shown incorrectly included both the federal request and the local match requirement.



Puget Sound Regional Council

INFORMATION ITEM

April 20, 2023

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

PSRC has one new employee:

Shaun Kuo – Assistant Planner in Regional Planning Division

Shaun has a Bachelor of Arts in International Studies from the University of Washington and is currently attending University of Washington Tacoma for a Master's degree in Community Planning. Prior to joining PSRC, Shaun was a Graduate Intern at Seattle Department of Transportation Street Use.

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