



Puget Sound Regional Council

Executive Board

Thursday, July 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: 878 7015 9676, Passcode: 961987

Provide public comment

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person**
Public comment may be made in person at PSRC's office.
- **Comment during the meeting by Zoom or phone:** [Register here](#)
To allow staff time to process requests, registration is required and closes at 8:00 AM the day of the meeting. Late registrations will not be accepted.
- **Written comments**
Comments may be submitted via email to 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) – Mayor Becky Erickson, 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**
6. **Consent Agenda - Acton Item (10:15)**
 - a. Approve Minutes of Meeting held June 22, 2023
 - b. Approve Vouchers Dated May 31, 2023 through July 3, 2023 in the Amount of \$1,386,922.77
 - c. Approve PSRC FY 2024 Indirect Cost Rate Proposal
 - d. Approve Contract Authority for On-Call GIS/IT Support for FY2024-2025
 - e. Approve Contract Authorization to Purchase Cellular Phone Service
 - f. Approve Contract Authority to Purchase Internet and Telephone Services
 - g. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program

- h. Approve Change in Regional Transportation Plan Project Status for Ten Projects
- i. Approve Allocation of Remaining FFY 2022 FTA Funding
- j. Approve Certification of King County Countywide Planning Policies

7. Discussion Item (10:35)

- a. Equity Advisory Committee Update – *Shannon Turner and Julius Moss, EAC Co-Chairs*

8. Discussion Item (10:50)

- a. Transportation Safety and Climate Updates – *Kelly McGourty, PSRC*

9. Discussion Item (11:15)

- a. Puget Sound Data Trends – *Craig Helmann, PSRC*

10. Information Item

- a. New Employee Status Report
- b. Save the Date! From Pandemic to Prosperity: Downtowns Reimagined, September 29, 2023, Virtual Panels: 9 AM – 12 PM and Walking Tour: 1:30 – 3:30 PM

11. Other Business

12. NO MEETING IN AUGUST! Next Meeting: Thursday, September 28, 2023, 10 – 11:30 AM. Hybrid meeting

13. Adjourn (11:30)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Sheila Rogers, e-mail srogers@psrc.org 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-assistance>.



July 13, 2023

Regional Safety Summit Debrief

The board was briefed on PSRC's first Regional Safety Summit and the next steps toward developing a Regional Safety Plan. On June 29, approximately 140 people met at the Seattle Convention Center to attend the summit and had robust discussions around a Safe System Approach. A summary of proceedings will be developed and provided to attendees and PSRC's boards and committees later this month. PSRC staff will also begin a scoping document of the Regional Safety Plan in August. View [video](#) and [presentation](#).

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

Safe Streets and Roads for All Grant Program Update

PSRC recently received a \$4.9 million grant under the first round of the Safe Streets and Roads for All (SS4A) program to develop a Regional Safety Plan and provide administrative oversight to six member agencies to develop their local safety action plans. PSRC is working with ten additional jurisdictions to submit another grant supporting local safety plans under the second round of the SS4A program, for a combined total of approximately \$3 million.

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

Equity Advisory Committee Update

Staff provided an update on the work of the Equity Advisory Committee including progress on regional equity work and the Regional Equity Strategy. In addition, the

Equity Advisory Committee has been providing feedback on development of the new Equity Pilot Program, expected to be released in September. At the end of the year, the EAC will review the pilot program, discuss what went well, and share recommendations with the board for the next project selection process. View [presentation](#).

For more information, please contact Charles Patton at cpatton@psrc.org or Kelly McGourty, at kmcgourty@psrc.org.

Summer Planning Academy

The Board was briefed on PSRC's first youth engagement program called the Summer Planning Academy (SPA). The first cohort of SPA will feature 25 students across the region. SPA will take place on four consecutive Fridays beginning July 21, 2023. Students will learn from staff, panelists, and speakers on the topics of MPO Basics, Transit, Environment, Housing, and Equity. Following the successful completion of SPA, students will be eligible for a \$500 scholarship. View [presentation](#).

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

Plan Review Process

PSRC staff briefed the board on recent guidance and outreach for the 2024 comprehensive plan updates. PSRC staff also shared the plan review process for local comprehensive plans and the Transportation Policy Board's role in certification. PSRC recently published Transportation Guidance to provide best practices and information on required components of transportation elements to ensure consistency with VISION 2050. For outreach efforts, PSRC has been partnering with the Department of Commerce and MRSC on the Passport to 2044 webinar series and has been meeting with cities and counties to share resources and information on the plan review process. View [presentation](#).

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



July 6, 2023

Recommend Certification of King County Countywide Planning Policies

The Board recommended certification of the King County countywide planning policies. VISION 2050 calls for countywide planning policies to be updated to address regional policies. King County's CPPs were updated through King County's Growth Management Planning Council and a six-week public comment period with King County's equity committees. View [video](#) and [presentation](#).

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

Middle Housing Panel

The Board welcomed David Osaki from the Department of Commerce and Jason Gauthier from the South Sound Housing Affordability Partners for a briefing on work to support the future of middle housing in single-family neighborhoods. The Regional Housing Strategy states that including more middle housing will provide stronger housing choices and cost-effective options for people in the region. The Washington State Department of Commerce Middle Housing Grant Program provides funding to regions that incorporate racial equity analysis and establish anti-displacement policies. Speakers provided information on the Department of [Commerce Middle Housing Grant Program](#), [The South Sound Housing Affordability Partners \(SSHA3P\) Grant](#) and [Racial Equity analysis for middle housing](#), and examples of middle housing work in [Fife](#) and [Gig Harbor](#). PSRC is planning to provide an annual review of housing trends and implementation to the Board in the fall. View presentations.

For more information, email housing@psrc.org or Paul Inghram at PInghram@psrc.org.

Middle Housing Pro Forma Tool

The Board heard a presentation from Alex Steinberger of Cascadia Partners about a middle housing pro forma tool and how to use it. Middle housing is compatible with neighborhoods but usually is not zoned for it; state House Bill 1110 requires many cities in the region to change their development and allow middle housing more widely. The pro-forma tool helps cities analyze the market potential of middle housing and how policy decisions impact housing costs. View [presentation](#).

For more information, please contact Paul Inghram at PInghram@psrc.org.



Puget Sound Regional Council

MINUTES

**Puget Sound Regional Council Executive Board
Thursday, June 22, 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 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 person provided public comment (written and verbal):

- Joe A. Kunzler

PRESIDENT'S REMARKS

President Becky Erickson thanked members of the board for joining the meeting this morning. She also thanked members for attending the May 30th Annual General Assembly, noting that it was a great turnout. She reported in addition to electing new officers and adopting the biennial budget and work program, the Assembly heard an inspiring presentation from equitable and sustainable city advocate, Gil Penalosa. Gil is the founder and chair of the non-profit organization 8 80 Cities, as well as the first Ambassador of World Urban Parks. President Erickson commented that for those who missed the meeting, there is a link on PSRC's website.

COMMITTEE REPORTS

President Becky Erickson reported that Vice President Dave Somers was unable to attend today's meeting, so she presided over the Operations Committee meeting.

She reported that at today's meeting, the Operations Committee recommended approval of vouchers dated March 31, 2023, through June 5, 2023, in the Amount of

\$2,549,542.37, and recommended contract authority for a transportation projects database and online applications upgrade.

The committee also discussed a new policy regarding expectations for public conduct while visiting PSRC's offices. The policy outlines rules of conduct and the enforcement process if members of the public do not follow the policy. The policy allows for a period of exclusion from PSRC offices if a member of the public does not comply as well as an administrative appeal process.

The committee also met new employees and received an update on PSRC's new office space.

CONSENT AGENDA

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

- a. **Approve Minutes of Meeting held April 27, 2023**
- b. **Approve Vouchers Dated March 31, 2023, through June 5, 2023, in the Amount of \$2,549,542.37**
- c. **Approve Contract Authority for Transportation Projects Database & Online Applications Upgrade**
- d. **Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program**
- e. **Approve FTA Project Extensions**
- f. **Approve 2023 FTA Annual Adjustments**

The motion passed unanimously.

DISCUSSION ITEM

Federal Legislative Update

PSRC's federal consultants Leslie Pollner and Lauri Hettinger, Senior Policy Advisors from Holland & Knight provided an update on federal policy, funding, and legislative efforts in Washington DC.

ACTION ITEMS

Approve Greater Downtown Kirkland Regional Growth Center Designation and Subarea Plans Certification

Maggie Moore, PSRC Senior Planner, briefed the board on the recommended action to approve Greater Downtown Kirkland as a regional growth center and certify that the Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan address regional growth center planning expectations for the Greater Downtown Kirkland center.

Planning for the Kirkland center seeks to leverage regional transit investments and connect to the historic downtown area and continue to develop as a well-connected, mixed-use area. The city addressed the regional growth center planning requirements through two separate subarea plans: the Moss Bay Neighborhood Plan, updated in December 2021, and the NE 85th Street Station Area Plan, adopted in June 2022.

PSRC staff reviewed the Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan and found that they meet center planning requirements and expectations for regional growth centers, as demonstrated in the plan certification report (included in the June 22 agenda packet). The report includes recommendations for future planning work.

Both the Growth Management Policy Board and Transportation Policy Board recommended certification of the Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan.

ACTION: It was moved and seconded (Arnold/Robinson) that the Executive Board (1) Designate Greater Downtown Kirkland as a regional growth center, and (2) Certify that the Moss Bay Neighborhood Plan and the NE 85th Street Station Area Plan address regional growth center planning expectations for the Greater Downtown Kirkland center.

The motion passed unanimously.

Approve Public Participation Plan

Michele Leslie, PSRC Principal Communications Manager; Noah Boggess, PSRC Senior Public Engagement Specialist; and Nancy Buonanno Grennan, PSRC Deputy Executive Director, briefed the board on the recommended action to adopt the Public Participation Plan.

The Puget Sound Regional Council maintains a Public Participation Plan to establish consistent procedures to ensure people have reasonable opportunities to be involved in the regional planning process and provides examples of the types of tools and techniques the agency may use to communicate with the public. Public Participation Plans are a federal requirement for Metropolitan Planning Organizations (MPO).

PSRC's Public Participation Plan was last updated in 2018. PSRC staff members began the Plan update in Summer 2022. The update process built off the work of the Inclusive Engagement team of the Regional Equity Action Plan to include updated goals, desired outcomes, and guiding principles, as well as a suite of new techniques and best practices for engagement. These additions were shaped with Equity Advisory Committee (EAC) feedback at the committee's July and December 2022 meetings.

The new Public Participation Plan has an enhanced focus on equity, updated goals, desired outcomes, guiding principles and best practices, as well as a suite of new techniques and tools for engagement. The new plan also has updated program areas to reflect PSRC's current work program and more information about VISION 2050 and the Regional Economic Strategy.

ACTION: It was moved and seconded (Wahl/ Figueroa) that the Executive Board adopt the Public Participation Plan.

The motion passed unanimously.

INFORMATION ITEM

Included in the agenda packet was a New Employee Status Report and a link to register for the Passport to 2044 Webinar on the legislative session and comprehensive planning scheduled for June 28.

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The board will next meet on Thursday, July 27, 2023, from 10:00 – 11:30 AM. Members are encouraged to attend in person in the PSRC Board Room, followed by a networking lunch. We will continue to offer hybrid meeting options.

ADJOURN

The meeting adjourned at 11:18 AM.

Adopted this 27th day of July 2023.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

Attachment:
eb2023-jun22-Attendance.pdf

Executive Board - June 22, 2023

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



Puget Sound Regional Council

CONSENT AGENDA

July 20, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Vouchers Dated May 31, 2023 through July 3, 2023 in the Amount of \$1,386,922.77**

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>
06/12/23 - 07/03/23	AP Vouchers	\$ 665,029.50
05/31/23 - 06/15/23	Payroll	\$ 721,893.27
		\$ 1,386,922.77

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



Puget Sound Regional Council

CONSENT AGENDA

July 20, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve PSRC FY 2024 Indirect Cost Rate Approval**

IN BRIEF

A request is being made for approval of PSRC's Fiscal Year 2024 Indirect Cost Rate Proposal (ICRP).

RECOMMENDED ACTION

Recommend that the Executive Board approve PSRC's Fiscal Year 2023 indirect cost rate proposal with a benefit rate of 54.49% and indirect rate of 48.08%.

BUDGET IMPACT

The attached ICRP is used to allocate PSRC's budgeted benefits and indirect costs to federal awards. The benefits and indirect costs were included as part of PSRC's Biennial Budget and Work Program for Fiscal Years 2024-2025 as adopted by the General Assembly on May 30, 2023.

DISCUSSION

Indirect costs are costs incurred for common or joint purposes that cannot be easily identified with a particular final cost objective. These costs benefit more than one cost objective or program and are allocated to federal awards by use of an indirect cost rate.

PSRC's ICRP was last reviewed and approved by our federal cognizant agency, the Federal Transit Administration, on February 15, 2018. Subsequent ICRPs do not need to be submitted for approval unless PSRC changes its accounting system,

changes its ICRP methodology, or if PSRC's ICRP exceeds the rate last approved by the FTA by more than 20%.

The MPO/RTPO Agreement between PSRC and the Washington State Department of Transportation (WSDOT) requires Executive Board approval of PSRC's indirect cost proposal. Once approved, the proposal will be included within the budget and work program.

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

Attachment:

A - 2024 Indirect Cost Plan Proposal



Puget Sound Regional Council

July 6, 2023

Mrs. Susan Fletcher
Regional Administrator for Region 10
Federal Transit Administration – Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174

Dear Mrs. Fletcher,

Attached is the proposed indirect cost plan produced for review by the Federal Transit Administration. The rate is based on budgeted fiscal year 2024 indirect expenses and uses fixed rate with carryforward as a basis for the indirect cost plan.

The budgeted fiscal year 2024 benefit rate is 54.49% of salaries. The proposed indirect rate is 48.08% of direct labor costs.

Please also find the following attached for your review:

- Cost Allocation Rate Proposal
- An Organization Chart
- Fiscal Year 2022 Audited Financial Statements
- Proposal Reconciliation with FY 22 Financial Statements
- Certification of Conformance with 2 CFR 200

If you have any questions or concerns you may contact me at 206-688-8221 or lmayer@psrc.org.

Thank you,

Lili Mayer
Finance Manger
Phone: 206-688-8221
Email: lmayer@psrc.org
Enclosure

INTRODUCTION

The Puget Sound Regional Council (PSRC) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties. As set forth in the interlocal agreement, the mission of the Regional Council is to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall

- Prepare, adopt and maintain goals, policies and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based upon local comprehensive plans of jurisdictions within the region;
- Ensure implementation in the region of the provisions of state and federal law which pertain to regional transportation planning and regional growth management.

The Regional Council is financed by a variety of federal, state and local agencies and jurisdictions. The basic sources of funding are the Federal Transit Administration, the Federal Highway Administration, Federal Aviation Administration, Washington State Department of Transportation, local transit agencies, and dues assessed to member jurisdictions.

PSRC develops its indirect cost plan based on the requirements of FTA Circular 5010.1E Appendix F “Cost Allocation Plans” and Appendix G “Indirect Cost Rate Proposals”, 2 CFR 200 Appendix V “State/Local Government-wide Central Service Cost Allocation Plans”, and 2 CFR 200 Appendix VII “States and Local Government and Indian Tribe Indirect Cost Proposals”.

Methodology: PSRC will use a fixed indirect cost rate with carry forward. PSRC began using the fixed with carry forward method July 1, 2016. Before the adoption of 2 CFR 200, PSRC used a provisional rate with a reconciliation at year end to actual indirect costs. The new method of fixed with carry forward will present a more accurate allocation, while also limiting administrative efforts of updating the plan.

Cost Bases: PSRC charges indirect costs to its federal grants under the indirect cost plan. Indirect costs are defined as those costs incurred for a common or joint purpose benefitting more than one cost objective, and not readily assignable to the cost objectives specifically benefitted. These costs include, but are not limited to, rent, office supplies, office maintenance, hardware, software, and insurance. The cost base for indirect costs is total direct salaries and benefits.

PSRC also charges costs for support staff and benefits under the indirect cost plan. Support staff includes, but are not limited to Information Technology, Human Resources, Finance, and Administrative employee costs. PSRC’s indirect cost plan has a benefits rate and an indirect cost rate. The cost base for benefits costs is total salaries.

As PSRC’s proposed indirect rate of 48.08% does not exceed its previously approved 2017 rate of 53.73% by more than 20% PSRC will not submit the plan to FTA for approval but will be kept on file and made available to review as required.

**RECONCILIATION OF ALLOCATED DIRECT EMPLOYEE BENEFITS AND OH
VS PAID DIRECT EMPLOYEE BENEFITS
FOR THE YEAR ENDING JUNE 30, 2022**

Total Employee Benefits Incurred:

Employee Leave Benefits	1,011,645	
Employee non-leave Benefits	2,221,249	
Total Employee Benefits Incurred	\$ 3,232,894	

2022 Actual Benefit Rate Calculation:

<u>Total Actual Benefits</u>	=	3,232,894	59.73%
Total Actual Salaries		5,412,814	

Total Direct Salaries	\$ 4,202,747	
Total Allocated Direct Benefits (@ 58.14% of Total Direct Salaries)	2,443,477	
Total Direct Salaries and Allocated Direct Benefits	\$ 6,646,225	
Total Allocated Indirect Cost per Government Wide Statement (@ 53.02% of Direct Salaries and Allocated Benefits (\$6,646,826.33 x 53.02%))	\$ 3,523,828	
Less: Total Actual Net Indirect Cost for FY 2022	3,840,176	
Allocated Indirect Cost less Actual Indirect Cost	Over (Under)	\$ (316,348)

Total Allocated Direct Benefits	\$ 2,443,477	
Less: Total Actual Direct Benefits	2,510,161	
Allocated Direct Benefits less Actual Direct Benefits	Over (Under)	\$ (66,683)

Allocated Indirect Cost and Direct Benefits	Over (Under)	\$ (383,031)
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Indirect Salaries	1,210,066	
Indirect Benefits	722,732	
Indirect Costs	1,907,377	
Total Indirect Incurred	\$ 3,840,176	

2022 Actual Indirect Rate Calculation:

<u>Total Actual Indirect Costs</u>	=	3,840,176	57.21%
Total Direct Salaries/Benefits		6,712,908	

Note: FY 2022 Allocated Benefit Rate of 58.14% and Indirect Rate of 53.02% (Based on final Budget vs Actual Report for FY2022)

**PUGET SOUND REGIONAL COUNCIL
BENEFIT RATE CALCULATION
FOR THE YEAR ENDING JUNE 30, 2024**

FY 2024 Budgeted Benefits	\$ 3,781,176
FY 2024 Budgeted Direct Salaries	5,591,739
FY 2024 Budgeted Indirect Salaries	1,347,537
Total Salaries	\$ 6,939,277

BENEFIT RATE

<u>Total Benefits</u>	=	<u>3,781,176</u>	=	54.49%
Total Salaries		6,939,277		

**PUGET SOUND REGIONAL COUNCIL
ESTIMATED FY 2024 BENEFIT COST**

Benefit	2024 Budget
Fica/Medicare	\$ 572,581
State L&I	29,939
State Unemployment	134,725
OR State TriMet	0
Vacation/Personal Time	671,003
Excess comp	0
Sick leave	8,940
Floating holiday	54,668
Holiday	316,374
Bereavement/Other	8,940
State Retirement	702,815
PERS Admin Fee	12,000
ICMA	242,634
Medical /Vision Insurance	815,836
Dental Insurance	78,222
LTD	22,627
Life insurance	8,221
Long term care	4,550
STD	31,515
EAP/Misc	3,000
Jury duty	2,235
EE recog	500
Transportation Incentive	59,850
Total	\$ 3,781,176

**PUGET SOUND REGIONAL COUNCIL
INDIRECT COST RATE CALCULATION
FOR THE YEAR ENDING JUNE 30, 2024**

FY 2024 Budgeted Indirect Cost	\$	<u>4,153,768</u>
FY 2024 Budgeted Direct Salaries		5,591,739
FY 2024 Budgeted Direct Benefits (Budgeted Salaries x Budgeted Benefit Rate)		<u>3,046,939</u>
Estimated FY 2024 Direct Salaries & Benefits	\$	<u>8,638,678</u>

INDIRECT COST RATE

<u>Total Indirect Cost</u>	=	<u>4,153,768</u>	=	48.08%
Total Direct Salaries & Benefits		8,638,678		

**PUGET SOUND REGIONAL COUNCIL
ESTIMATED FY 2024. INDIRECT COST BUDGET**

<u>Categories</u>	<u>2024 Budget</u>
Indirect Salaries and Benefits	\$ 2,081,804
Other contract services	241,000
Accounting and auditing	60,111
legal services	112,500
Rent	988,994
Paper	5,464
Copier Expense	30,000
Graphics & Printing	50,000
Postage	5,000
Office Supplies	20,867
Records Storage	5,000
Maintenance & Repairs	20,000
Telephone	25,000
Furniture & fixtures	170,000
Delivery charges	250
Advertising	4,000
Conferences	5,000
Education & Training	52,500
Meetings	17,000
Professional Dues	17,000
Publications	4,000
Web Page	52,000
Equipment lease	20,000
Recruiting & Advertising	10,000
moving	100,000
Vehicle Parking & Fuel& maintenance	23,185
Data Acquisition	1,000
Miscellaneous	500
Hardware	245,000
Software	60,000
Hardware Maintenance	16,000
Software Maintenance	40,000
Telecoferencing	25,133
Internet	20,000
Computer Supplies	15,000
Cloud Services	90,000
Temporary Personnel	15,000
Insurance	156,537
Travel	15,000
Depreciation	248,000
FY2024 Total Indirect Costs	5,067,845
Plus: Estimated Cumulative Under Allocation as of 06/30/2022	- 914,077
Totals	<u>\$ 4,153,768</u>

**PUGET SOUND REGIONAL COUNCIL
SCHEDULE OF DIRECT AND INDIRECT COST
FOR THE YEAR ENDING JUNE 30, 2022**

Categories	Total Cost	Direct Cost	Indirect Cost
Salaries	\$ 5,412,814	\$ 4,202,747	\$ 1,210,066
Benefits	3,232,894	2,510,161	722,732
Total Salaries & Benefits	\$ 8,645,707	\$ 6,712,908	\$ 1,932,799
Other contract services	731,226	621,616	109,610
Accounting and auditing	47,858	0	47,858
legal services	29,639	0	29,639
Rent	940,826	0	940,826
Outreach Compensation	11,832	11,832	0
Paper	316	0	316
Copier Expense	8,503	0	8,503
Graphics & Printing	10,253	10,036	217
Postage	1,487	750	737
Office Supplies	4,237	65	4,172
Records Storage	3,239	0	3,239
Maintenance & Repairs	3,689	0	3,689
Telephone	19,172	0	19,172
Furniture & fixtures	0	0	0
Delivery charges	0	0	0
Advertising	2,088	1,830	258
Conferences	19,068	17,208	1,860
Education & Training	22,364	1,024	21,340
Meetings	2,863	2,719	143
Professional Dues	16,159	1,400	14,759
Publications	2,575	766	1,809
Translation Services	0	0	0
Web Page	30,598	0	30,598
Equipment lease	0	0	0
Recruiting & Advertising	7,920	0	7,920
moving	0	0	0
Vehicle & Parking	9,268	0	9,268
Data Acquisition	3,407	2,646	761
Miscellaneous	0	0	0
Hardware	155,347	0	155,347
Software	46,501	1,599	44,902
Hardware Maintenance	6,119	0	6,119
Software Maintenance	44,831	35,492	9,339
Teleconferencing	7,998	0	7,998
Internet	8,099	0	8,099
Computer Supplies	9,110	0	9,110
Cloud Services	79,133	0	79,133
Temporary Personnel	93,478	93,478	0
Insurance	58,893	1,618	57,275
Travel	20,024	19,282	742
Interest Expense (Office)	218,611	0	218,611
Depreciation	54,008	0	54,008
Totals	\$ 2,730,738	\$ 823,360	\$ 1,907,377

Total Actual Net Indirect Cost for FY 2022

3,840,176

Total Indirect Cost Collected :

(Direct Salaries + Allocated Benefits) x Indirect Rate

\$ 3,523,828

Total Allocated Indirect Cost less Actual Net Indirect Cost

\$ (316,348)

Total Allocated Direct Employee Benefits less

Direct Employee Benefits Paid

\$ (66,683)

Allocated Cost FY2022 less Actual Cost

Over (Under) Allocated

\$ (383,031)

Total Over (Under) Allocated Cost Collected for Year Ending 06/30/22

\$ (383,031)

Cumulative Over (Under) Allocated Carryforward from 06/30/21

1,297,108

Cumulative Over (Under) Allocated @ 06/30/22

914,077

CERTIFICATE OF COST ALLOCATION PLAN

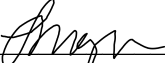
This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal for the fiscal year ending June 30, 2024, are to establish billing or final indirect costs rates for July 1, 2023 through June 30, 2024 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR 200 Appendix VII "States and Local Government and Indian Tribe Indirect Cost Proposals". Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct

Governmental Unit: Puget Sound Regional Council

Signature: 

Name of Official: Lili Mayer

Title: Finance Manager

Date of Execution: 06/30/2023



Puget Sound Regional Council

CONSENT AGENDA

July 20, 2023

To: Executive Board
From: Executive Dave Somers, Chair, Operations Committee
Subject: **Approve Contract Authority for On-Call GIS/IT Support for FY2024-2025**

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 entering one or more consultant contracts, not to exceed \$50,000. The consultant is needed to provide GIS-IT technical support on an on-call basis during the FY2024-2025 biennium to assist agency staff with ongoing maintenance and development of its geographic information systems (GIS).

RECOMMENDED ACTION

Authorize the Executive Director to enter one or more consultant contracts, not to exceed \$50,000, for on-call GIS-related advisory and information technology services in support of the agency's GIS operations.

BUDGET IMPACT

The recently adopted Biennial Budget and Work Program for Fiscal Years 2024-2025 includes funding for on-call GIS-IT consultant services under Data (Task 400). The total budget for this consultant work is not to exceed \$50,000. The contract will extend through the end of the FY2024-2025 biennium ending June 30, 2025.

DISCUSSION

With support from consultants over the previous fiscal year, PSRC undertook a project to update its geographic information systems (GIS) with newer software packages and

an architecture designed to operate more seamlessly in a web-based environment, as well as shift to a cloud-based GIS implementation consistent with a broader effort to transition the agency's computing systems to a cloud-based architecture.

The move was in part necessitated by the plan of PSRC's GIS software provider, Esri to sunset support within 3-5 years for the primary GIS software package (ArcMap) being utilized at PSRC. The project also provided a strategic opportunity to modernize the agency's GIS systems to align with the direction in which Esri's GIS technology has been heading. Esri is the global market leader in GIS software, location intelligence and mapping.

Full cloud-based implementation of GIS systems is a complex process that must be tailored to synchronize with the broader IT systems in place at any given organization. The intent of this contract is to provide agency staff with ongoing on-call GIS-IT advisory and technical support to advance its implementation of cloud-based GIS through multiple phases and optimize GIS systems operations and performance within each phase in a manner that best meets the needs of the agency's GIS users.

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



Puget Sound Regional Council

CONSENT AGENDA

July 20, 2023

To: Executive Board
From: Executive Dave Somers, Chair, Operations Committee
Subject: **Approve Contract Authorization to Purchase Cellular Phone Service**

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 purchase of cellular phone voice and data service to maintain access to email, phone, calendar and other electronic resources while working remotely.

RECOMMENDED ACTION

Recommend that the Executive Board authorize the Executive Director to enter into one or more contracts to purchase cellular phone service that does not exceed \$50,000 total for three years.

BUDGET IMPACT

The adopted FY 2024-2025 Biennial Budget and Work Program includes sufficient funds within overhead/information systems budget for this project for the first two years of the contract. Funding for the third year is contingent upon approval of the FY 2026-2027 budget.

DISCUSSION

PSRC contracts for bundled voice and data services at a cost of approximately \$1,300 a month for a total of \$15,600 a year for service. This price includes an upgraded package for data services to support agency staff when working remotely.

Board authorization is needed to enter into a new contract for these services. The amount of the authorization includes a contingency for potential increased bandwidth needs arising from PSRC's increased use of cloud-based services and telework connections. It is anticipated the number of staff needing PSRC-issued cell phones will decrease over this three-year period as the agency moves to an internet-based phone system, allowing staff the ability to make and receive phone calls through their laptops.

For more information, please contact Kathryn Johnson at 206-971-3274 or kjohnson@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

July 20, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Contract Authority to Purchase Internet and Telephone Services**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter a contract more than \$10,000 per year. A request is being made to authorize the purchase of Internet and telephone services for three years.

RECOMMENDED ACTION

Recommend that the Executive Board authorize the Executive Director enter one or more contracts to purchase Internet and telephone services and not to exceed \$135,000 total for three years.

BUDGET IMPACT

The adopted FY 2024-2025 Biennial Budget and Work Program includes sufficient funds within overhead/information systems budget for this project for the first two years of the contract. Funding for the third year is contingent upon approval of the FY 2026-2027 budget.

DISCUSSION

PSRC contracts for bundled Internet and (landline) telephone services at a cost of approximately \$12,500 per year (roughly \$4,000 for Internet and \$8,500 for telephone), including taxes and fees. The current three-year contract expires July 15, 2023. Board authorization is needed to enter a new contract for these services. Consistent with PSRC's procurement policies, the staff will return to the marketplace and solicit

proposals for these services with the intention of reducing operating costs. PSRC is evaluating the options for telephone service which include utilizing Teams or another internet-based system that allows use of laptops instead of telephone sets to replace its current phone service and devices. The current devices, purchased approximately 16 years ago, are at the end of their supported life span and replacement costs, if using the same or similar system, would require approximately \$150,000 - \$200,000 in one-time only equipment purchase expenses. Moving to Teams or a similar system eliminates the need for that one-time expenditure. There is also a need for increased internet bandwidth as PSRC is increasing our use of cloud services for our network and file hosting as well as teleconferencing related to hosting meetings; the request for contract authority includes that additional expense.

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



Puget Sound Regional Council

CONSENT AGENDA

July 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 July 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 that the funds are reasonably expected to be available.

PSRC's Project Tracking Policies

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

policies and was reviewed and approved by the Transit Operators Committee (TOC) on June 28, 2023.

Federal and State Fund Source Descriptions

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

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

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

Attachment:
Exhibit A

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

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
4. Woodinville	SR 202 Widening and Trestle Replacement - Phase B New project programming preliminary engineering, right-of-way, and construction for the replacement of the existing railroad bridge and the widening of SR 202 between NE 177th Place and NE 175th Street.	\$2,500,000 Federal FHWA Discretionary \$2,250,000 State \$5,000,000 MAW \$7,950,000 Local \$17,700,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. WSDOT Northwest Region	SR 99/SR 516 to S 200th St - Paving & ADA Compliance Existing project adding a right-of way phase and adding funds to the preliminary engineering and construction phases to overlay SR 99 from SR 516 to S 200th Street and upgrade sidewalk ramps to within ADA standards.	\$48,853 Federal NHPP \$997 State \$49,850 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. WSDOT Northwest Region	I-90/Eastbound East Channel Bridge - Modular Assembly Joints New project programming preliminary engineering and construction phases to replace existing expansion joints on I-90 eastbound. This is a multi-year project; the programming reflects the planned expenditure schedule within the span of the current TIP.	\$3,663,285 MVA \$3,663,285 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. WSDOT Marine Division	Terminal Electrification - Mukilteo - Clinton Route New project programming preliminary engineering and construction phases to electrify the Clinton Terminal to support the Mukilteo-Clinton route.	\$5,900,000 Federal 5307(h) \$21,000,000 CER \$26,900,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Puget Sound Regional Council

CONSENT AGENDA

July 20, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

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

IN BRIEF

Six agencies have submitted requests to change the status of ten Regional Capacity Projects in the Regional Transportation Plan. Per PSRC's adopted procedures, requests to change a project status require board action. At its meeting on July 13, the Transportation Policy Board recommended the Executive Board authorize changing the status of the projects as requested.

RECOMMENDED ACTION

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

DISCUSSION

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

certain details. For example, if a project awaits only final signatures on its environmental documentation, but has completed all other requirements, the Executive Board may grant Conditional Approval. Once the final details have been completed, staff has the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

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

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

Attachment:

Exhibit A – Requested Project Details and Review Criteria

EXHIBIT A – REQUESTED PROJECT DETAILS AND REVIEW CRITERIA

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

Project 1: King County, Eastrail Wilburton Trestle Project

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

Total Project Cost = \$36,646,804

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

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

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

Total Project Cost = \$20,393,399

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

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

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

Total Project Cost = \$1,778,988

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

Project 4: Seattle, Northgate to Downtown Transit Improvements Project

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

Total Project Cost = \$26,453,922

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

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

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

Total Project Cost = \$33,329,923

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

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

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

Total Project Cost = \$32,743,500

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

Project 7 = Sound Transit, Puyallup Station Improvements Project

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

Total Project Cost = \$79,100,000

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

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

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

Total Project cost = \$94,962,868

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

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

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

Total Project Cost = \$188,461,018

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

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

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

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

Total Project Cost = \$95,353,298

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



Puget Sound Regional Council

CONSENT AGENDA

July 20, 2023

To: Executive Board
From: Mayor Dana Ralph, Chair, Transportation Policy Board
Subject: **Approve Allocation of Remaining FFY 2022 FTA Funding**

IN BRIEF

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

RECOMMENDED ACTION

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

DISCUSSION

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

Project Title	Proposed Allocation
500K Substation Breaker Replacement	\$2,200,000
Atlantic Base Maintenance Building HVAC Replacement	\$1,000,000
Broad Street Substation Transformer Replacement	\$2,028,000
Trolley System Transit Asset Management 2021-2022	\$1,645,541
Atlantic Base Wash Systems Vacuum Replacement	\$324,880
Trolley Energy Storage System Replacement	\$6,450,000

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

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

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

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



Puget Sound Regional Council

CONSENT AGENDA

July 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 King 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 King 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 King County are consistent with the VISION 2050 multicounty planning policies and the Regional Transportation Plan.

DISCUSSION

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

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

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

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

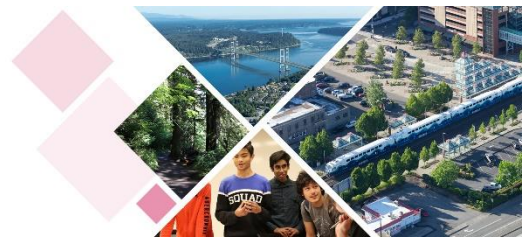
The CPPs were updated through King County's interjurisdictional process and the Growth Management Planning Council. The process included extensive engagement with city councils, particularly on the updated growth targets, and a six-week public comment period with direct engagement with King County's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

PSRC 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.

Attachment:
King County CPP Certification Report

Countywide Planning Policies Plan Review Certification Report



King County Countywide Planning Policies

JUNE 29, 2023

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

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

COUNTYWIDE PLANNING POLICIES CERTIFICATION

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

CERTIFICATION RECOMMENDATION

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

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

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

REVIEW OF COUNTYWIDE PLANNING POLICIES

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

Regional Collaboration

SCOPE OF REVIEW

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

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

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

Recognize military installations and their beneficial impacts and challenges.

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

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

WHAT'S IN THE POLICIES

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

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

DISCUSSION

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

Regional Growth Strategy

SCOPE OF REVIEW

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

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

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

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

WHAT'S IN THE POLICIES

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

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

DISCUSSION

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

Environment

SCOPE OF REVIEW

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

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

WHAT'S IN THE POLICIES

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

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

DISCUSSION

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

Climate Change

SCOPE OF REVIEW

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

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

WHAT'S IN THE POLICIES

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

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

DISCUSSION

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

Land Use/Development Patterns

SCOPE OF REVIEW

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

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

Implement the **Regional Centers Framework**.

Maximize transit investments through appropriate densities.

Support center and station area planning.

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

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

Prioritize reducing health disparities and improving outcomes.

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

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

WHAT'S IN THE POLICIES

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

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

DISCUSSION

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

Housing

SCOPE OF REVIEW

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

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

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

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

Expand **moderate-density housing** capacity.

Address **residential displacement**.

WHAT'S IN THE POLICIES

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

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

DISCUSSION

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

Economy

SCOPE OF REVIEW

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

Support recruitment and retention to foster a positive business climate.

Focus employment growth in centers.

Support industry clusters recognized in the Regional Economic Strategy.

Promote environmentally and socially responsible business practices.

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

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

Address **commercial displacement**.

WHAT'S IN THE POLICIES

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

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

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

DISCUSSION

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

Transportation

SCOPE OF REVIEW

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

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

Maintain and preserve the transportation system.

Manage demand and support alternatives to driving alone.

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

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

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

Provide mobility choices for people with special needs.

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

Support the economy and the movement of people and goods.

WHAT’S IN THE POLICIES

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

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

DISCUSSION

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

Public Services

SCOPE OF REVIEW

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

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

WHAT'S IN THE POLICIES

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

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

DISCUSSION

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

Conclusion and Next Steps

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

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



Puget Sound Regional Council

DISCUSSION ITEM

July 20, 2023

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Equity Advisory Committee Update**

IN BRIEF

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

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

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

DISCUSSION

Regional Equity Strategy

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

Capacity Building

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

Data and Research

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

Community Engagement

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

Best Practices

- Equity Planning Resources
- Racial Equity Impact Assessment

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

Equity Pilot

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

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

There are four phases for this program. Phase one was focused on education and included a series of meetings during the first quarter that helped EAC members understand the nuances of the project selection process. These meetings explored PSRC's current project selection process and how other Metropolitan Planning Organizations (MPOs) across the country have incorporated equity into their processes.

The EAC also engaged in a simulation exercise where members evaluated transportation projects from 2022.

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

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

Next Steps

The next meeting of the Equity Advisory Committee will be held on September 7, 2023. During this meeting, members will receive an update on the progress staff made designing the Pilot with members of the EAC.

For more information, please contact Charles Patton, Program Manager – Equity Policy and Initiatives, at cpatton@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

July 20, 2023

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Transportation Safety and Climate Updates**

IN BRIEF

Safety and climate are two of the key policy focus areas embedded in the Regional Transportation Plan, with several action items called for to advance planning and implementation on both elements. At the July 27 Executive Board meeting, staff will provide updates on both work programs, including a debrief of the Regional Safety Summit recently held at the Seattle Convention Center.

DISCUSSION

The Regional Transportation Plan (RTP) called for a regional safety convening to be held, as a first step on the path towards developing a Regional Safety Plan. The first ever Regional Safety Summit was held on June 29 at the Seattle Convention Center and featured national speakers who are leading the charge for a Safe System Approach and a more equitable transportation system. In addition, local experts shared information on the state of road safety in the Puget Sound region, exploring data and trends that set the table for an afternoon discussion with attendees on issues, needs and solutions.

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

In addition to a regional convening, the RTP called on PSRC to pursue resources to help support regional and local safety planning. [PSRC received a \\$4.9 million grant](#) under the first round of funding from the new Safe Streets and Roads for All (SS4A) grant program established under the Bipartisan Infrastructure Law (BIL). SS4A provides \$5 billion over five

years to fund regional, local, and Tribal initiatives through national discretionary grants to prevent roadway deaths and serious injuries.

The PSRC grant will support development of a Regional Safety Plan and to assist and provide administrative oversight to six member agencies to develop their own local safety action plans. The grant agreement has now been signed with the Federal Highway Administration and work is moving forward.

USDOT strongly encouraged this regional coordination and consolidation of grant requests and conveyed that regional collaboration will be expected for successful second round applications as well. The second round of the SS4A grant program was released and applications were due on July 10. PSRC offered to continue this regional support role for the grant program and solicited interest from member jurisdictions in partnering on a new application. Ten jurisdictions expressed interest in pursuing grant funding for local safety planning work under the SS4A program. Their requests were compiled by PSRC into a combined grant application of approximately \$3 million, which has now been submitted to USDOT. It is anticipated that award notifications will be released in October.

Additional information on both the awarded grant and the second combined grant application will be provided at the July 27 Executive Board meeting.

Related to PSRC's climate work, the board was briefed on the 2030 climate analysis and sensitivity testing between October 2022 and January 2023. At the request of the RTP Steering Committee, staff will be convening an expert review panel to evaluate PSRC's climate analysis and assumptions over the summer. The board will be briefed on the findings from the review panel and future discussions will be held on next steps leading towards a climate implementation strategy. Other ongoing climate work continues, including the partnerships with the Puget Sound Clean Air Agency on the Regional Electric Vehicle Collaborative and the multi-agency effort surrounding the Climate Pollution Reduction Grants program administered by the U.S. Environmental Protection Agency.

Additional details on PSRC's climate work will be provided at the July 27 Executive Board meeting, including next steps and additional discussions scheduled for the fall.

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



Puget Sound Regional Council

DISCUSSION ITEM

July 20, 2023

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

IN BRIEF

At the July 27 Executive Board meeting, PSRC staff will provide a background report on the latest trends in the Puget Sound region.

DISCUSSION

As part of the long-range performance-based planning process, PSRC is involved in an ongoing effort to track a variety of regional demographic and transportation trends across the region. This presentation will look at several trends that highlight how our region is performing related to Climate, Safety and Growth. Some of the data includes serious and fatal traffic collision trends, population and housing growth, job changes and transit and airport usage in the region.

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



Puget Sound Regional Council

INFORMATION ITEM

July 20, 2023

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

PSRC has three new employees:

Adin Romano – Transportation Planning Intern in Transportation Planning Division

Adin is currently pursuing a Bachelor of Arts degree in Urban Planning and Sustainable Development from Western Washington University with a certificate and minor in GIS. Prior to joining PSRC, Adin was a GIS Intern at Woodhouse Laboratories and a GIS Lab Assistant at Western Washington University.

June Quick – Transportation Planning Intern in Transportation Planning Division

June is currently pursuing a Bachelor of Arts degree in Urban Planning and Sustainable Development from Western Washington University. Prior to joining PSRC, June was a Web Developer at Western Washington University.

Allie Perez – Communications Intern in Communications Department

Allie is currently pursuing a Bachelor of Arts degree in Communications – Public Relations from Washington State University. While interning at PSRC, Allie is also a Group Fitness Instructor at WSU Student Recreation Center and she also previously worked as a Front Desk staff at Guemes Island Resort.

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



Puget Sound Regional Council

FROM PANDEMIC TO PROSPERITY: Downtowns Reimagined



SAVE THE DATE

Friday, September 29, 2023



Part 1

9:00 a.m. – 12:00 p.m.

Zoom – Virtual Panels



Part 2

1:30 p.m. – 3:30 p.m.

In Person Walking Tour
(location coming soon)

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

Free to attend. Online registration opens soon.