



Puget Sound Regional Council

Executive Board

Thursday, February 22, 2024 • 10:00 a.m. – 12:00 p.m.

Hybrid Meeting – PSRC’s New location: 1201 Third Avenue, Suite 500, Seattle, WA 98101

[Directions, transit and parking.](#)

Watch or listen

- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 847 7485 6096, Passcode: 646976

Attend

- *Attend meetings at PSRC’s offices – PSRC has moved!*
 - New location: 1201 Third Avenue, Suite 500, Seattle, 98101
- PSRC staff will be available to provide floor access 30 minutes before the meeting’s start time and up to 15 minutes after the meeting’s start time.
- If you arrive outside of these times, please call 206-464-7090 for assistance.

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:** [Registration](#) is required and closes at 8:00 a.m., 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 a.m. the day of the meeting. Comments will be shared with board members.

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**
 - a. Operations Committee – *Executive Dave Somers, Vice President*
6. **Consent Agenda - Acton Item (10:20)**
 - a. Approve Minutes of Meeting held January 25, 2024

- b. Approve Vouchers Dated January 2, 2024, through February 5, 2024, in the Amount of \$807,877.84
 - c. Approve Contract Authority for Waterfront Place Office Repair & Restoration
 - d. Approve Contract Authority for 2024 General Assembly
 - e. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
 - f. Approve a Change in Regional Transportation Plan Project Status for Two Projects
 - g. Adopt a Regional Transportation Plan Limited Call for Project Updates
- 7. Discussion Item (10:30)**
- a. Regional Transportation Plan Dashboard – *Craig Helmann, PSRC*
- 8. Discussion Item (10:55)**
- a. Regional Transportation Plan (2026-2050) Development Process – *Kelly McGourty, PSRC*
- 9. Discussion Item (11:35)**
- a. Regional Centers Monitoring Scope of Work – *Maggi Moore, PSRC*
- 10. Information Item**
- a. Save the Date: PSRC General Assembly, May 30, 2024, 9:30 a.m. – 1:00 p.m., Location TBD
 - b. VISION 2050 Awards – Call for Nominations 2024
 - c. [Fund Our Ferries Support Letter](#)
- 11. Other Business**
- 12. Next Meeting:** Thursday, March 28, 2024, 10:00 a.m. – 12:00 p.m.
- 13. Adjourn (12:00)**

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



February 8, 2024

Regional Transportation Plan Limited Call for Project Updates

The Transportation Policy Board recommended the Executive Board adopt an amendment to the Regional Transportation Plan to reflect revisions to the Regional Capacity Project list. PSRC released a limited call for project updates in November 2023. Revisions could include changes in cost, scope, or completion date to projects in the existing Constrained plan; requests to move projects from the Unprogrammed portion of the plan to Constrained; or to request new project entries to the plan. Changes to project costs result in a net increase to the Constrained plan of over \$14 billion, with the majority of the cost differential from Sound Transit projects. Information on the Sound Transit financial plan was provided to ensure the financial constraint of the adopted plan was maintained. [View video](#) and [presentation](#).

For more information, please contact Mitch Koch, at mkoch@psrc.org.

Regional Transportation Plan Dashboard

The board was briefed on the work to develop a performance dashboard as identified in the Regional Transportation Plan. Staff provided information on trends related to safety, climate, travel and growth with key metrics including changes in vehicle miles traveled, serious and fatal collisions, transit use, commute trends and zero-emission vehicle registrations. [View presentation](#).

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

Regional Transportation Plan (2026-2050) Development Process

Staff briefed the board on the current adopted Regional Transportation Plan and provided information on the schedule and work program for developing the next plan, to be adopted in 2026. The board provided preliminary feedback on key priorities, and discussions will continue throughout 2024. [View presentation](#).

For more information, please contact Kelly McGourty, Director of Transportation Planning, at 206-971-3601 or kmcgourty@psrc.org or Gil Cerise, Program Manager, at 206-971-3053 or gcerise@psrc.org.

Project Selection Future Work Items

This item was deferred to March.

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



Growth Management Policy Board | At Work



February 1, 2024

State Legislative Update

PSRC staff provided an update on the Governor’s supplemental budget and bills before the Washington State Legislature during the short 60-day legislative session that began on January 8. PSRC data staff demonstrated a [mapping tool](#) to visualize the impact of Community Transit Oriented Development bills, [House Bill 2160](#) and [Senate Bill 6024](#) (not moving forward).

For more information, contact Robin Koskey, Director of Government Relations and Communications, at Rkoskey@psrc.org or 206-798-4462.

Regional Centers Monitoring Scope of Work

The board provided feedback and direction to proceed on the draft scope of work for the regional centers work program. In 2018, PSRC’s Executive Board adopted the Regional Centers Framework to identify more consistent criteria for regional centers, which includes monitoring and redesignation processes. PSRC staff conducted outreach on the scope in 2023, for the work happening through 2026. The draft scope of work highlights three key outcomes for this process- evaluate the success of the system of centers, consider the designation of new regional centers and confirm the designation of existing centers with a clear redesignation process. The systems monitoring in 2024 will gather data in categories of growth, mobility, housing, environment, social equity and opportunity, economic development, public health and urban form. Criteria reports for individual centers will be developed in 2025. Existing data on regional centers are available in the online centers profiles. The Executive Board will review and give direction to process the scope of work at their February meeting. In 2025, PSRC will issue a call for applications for new regional centers, staff will review and provide recommendations to the Growth Management Policy Board and Executive Board in late 2025.

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

Equity Advisory Committee Work Plan

The board heard about the progress the Equity Advisory Committee (EAC) has made on regional equity work, including the creation of elements in the Regional Equity

Strategy and the progress on the Equity Pilot. Staff and the EAC collaborated on the Regional Equity Strategy and created components of community engagement, capacity building, best practices and data and research. The EAC also had \$6 million in FHWA funds through their Equity Pilot Program, developing parameters by which projects will be selected for funding, with an overarching focus on improving equity with transportation investments. The Equity Advisory Committee's meeting was held on February 1, 2024, where they received an update on the 2024 Project Selection process and heard an overview of the 2023 Housing Monitoring report and engagement plan for the Regional Safety Plan.

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



Puget Sound Regional Council

MINUTES

**Puget Sound Regional Council Executive Board
Thursday, January 25, 2024
Hybrid Meeting, PSRC Board Room**

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:00 a.m. by Mayor Becky Erickson, PSRC President. A video of the meeting was streamed live as well as recorded and is 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 provided public comment:

- Matthew Sutherland

PRESIDENT'S REMARKS

President Becky Erickson acknowledged the following new members.

- Mayor Kelli Curtis representing City of Kirkland
- Councilmember Robert Kettle representing City of Seattle
- City of Marysville Mayor Jon Nehring representing Snohomish County Other Cities & Towns
- Commissioner John McCarthy representing Port of Tacoma
- Commissioner Hamdi Mohamed representing Port of Seattle
- Councilmember Ryan Pearson representing City of Lakewood
- City of Orting Mayor Joshua Penner representing Pierce County Other Cities & Towns
- Councilmember Rob Saka representing City of Seattle

And new alternates:

- City of Puyallup Deputy Mayor Dennis King for Pierce County Other Cities & Towns
- Councilmember Vanessa Kritzer for City of Redmond
- City of Tukwila Mayor Thomas McLeod for King County Other Cities & Towns

- Councilmember Sara Nelson for City of Seattle
- Mayor Jason Whalen for City of Lakewood
- Councilmember Janice Zahn for City of Bellevue
- Councilmember Jay Rosapepe for City of Port Orchard

President Erickson announced that PSRC’s Annual General Assembly will be held on Thursday May 30, 2024, from 9:30 a.m. – 1:00 p.m.

President Erickson stated that in February she will announce the 2024 Nominating Committee, which is tasked with proposing candidates for the positions of PSRC President and Vice President at the General Assembly.

COMMITTEE REPORTS

Vice President Dave Somers, Chair, Operations Committee, reported that at today’s Operations Committee meeting, the committee recommended approval of vouchers dated November 15, 2023, through January 12, 2024, in the amount of \$2,099,061.87. The committee also recommended contract authority for records digitization, approve additional contract authority for furniture purchase and approve budget amendment and contract authority for subrecipient agreements and consultant contracts to implement Safe Streets for All Safety Grant Round 2

He reported that the Washington State Auditors have begun the annual audit of PSRC and the Central Puget Sound Economic Development District.

CONSENT AGENDA

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

- Approve Minutes of Meeting held December 7, 2023
- Approve Vouchers Dated November 15, 2023, through January 12, 2024, in the Amount of \$2,099,061.87
- Approve Additional Contract Authority for Records Digitization
- Approve Additional Contract Authority for Furniture Purchase
- Approve Budget Amendment and Contract Authority for Subrecipient Agreements and Consultant Contracts to Implement Safe Streets for All Safety Grant Round 2
- Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- Approve a Change in the Regional Transportation Plan Project Status for Two Projects
- Approve 2025-2026 FTA Funding Allocations

The motion passed unanimously.

ACTION ITEMS

Approve PSRC's FHWA Equity Pilot Funding

Charles Patton, PSRC Program Manager – Equity Policy and Initiatives, provided a brief overview of PSRC's Federal Highway Administration (FHWA) Equity Pilot Funding and the recommended action to approve the list of projects identified for PSRC's 2025-2026 FHWA Equity Pilot funds.

The Equity Advisory Committee (EAC) worked with PSRC staff throughout 2023 to review PSRC's current project selection process as it relates to equity and develop an equity pilot program to distribute approximately \$6 million of PSRC's 2025-2026 FHWA funds. The EAC finalized their recommendations to the board at its meeting on December 7 for both the projects to receive funding as well as further equity improvements in PSRC's 2024 project selection process.

At its meeting on January 11, the Transportation Policy Board reviewed twelve public comments received as well as the staff response and recommended that the Executive Board approve the projects for funding.

MAIN MOTION: It was moved and seconded (Balducci/Franklin) to approve the list of projects identified for PSRC's 2025-2026 FHWA Equity Pilot funds.

AMENDMENT: It was moved and seconded to amend the main motion to state that if PSRC's adjusted final funding total allows, PSRC would top of this funding to match the total of all applications received and recommended for funding.

The main motion and amendment both passed unanimously.

Approve 2024 Policy Framework for PSRC's Federal Funds

Kelly McGourty, PSRC Director of Transportation planning, briefed the board on the recommended action to approve the policies and procedures for the 2024 project selection process for PSRC's 2024 policy framework for PSRC's federal funds.

PSRC has project selection authority for several sources of funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Prior to each funding cycle, the policies and procedures for the project selection process are reviewed and updated as needed to reflect current regional priorities and requirements and are documented in the Policy Framework for PSRC's Federal Funds.

The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds. Over the last five months, the Transportation Policy Board discussed potential

improvements to the 2024 project selection process, focused on the specific emphasis areas of safety, climate and equity.

At their January 11 meeting, the Transportation Policy Board took action on a final recommendation on the suite of improvements to be incorporated into the 2024 Policy Framework for PSRC's Federal Funds

ACTION: It was moved and seconded (Ralph/Mello) to approve the policies and procedures for the 2024 project selection process for PSRC's 2024 Policy Framework for PSRC's Federal Funds.

The motion passed unanimously.

DISCUSSION ITEM

Equity Advisory Committee Update

Shannon Turner and Julius Moss, EAC Co-Chairs, updated the board about the progress the Equity Advisory Committee have made in designing the Equity Pilot and provided recommendations for the board. The Equity Pilot project selection includes elements such as accessibility, multimodal mobility, safety, equity and climate, as well as financial and project readiness considerations.

The Executive Board reviewed the recommendations for how the project selection should be improved and then adopted a framework that will shape the project selection process moving forward. The Equity Advisory Committee will be held on February 1, 2024, where members will receive an update on 2024 Project Selection process while hearing overviews of the 2023 Housing Monitoring Report and engagement for the Regional Safety Plan.

INFORMATION ITEMS

Included in the agenda packet was information on the Draft Supplemental Biennial Budget and Work Program (FY2024-2025), a flyer for the March 1, 2024, Newly Elected Officials Workshop and the schedule of 2024 Executive Board and Operations Committee Meetings.

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The next meeting will be on Thursday, February 22, 2024, from 10:00 – 12:00 a.m.

ADJOURN

The meeting adjourned at 12:00 p.m.

Adopted this 22nd day of February 2024.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:
Executive Board Attendance, January 25, 2024

Executive Board Meeting - January 25, 2024

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

		Present
King County	EXC Dow Constantine	1
	CM Claudia Balducci	1
	Vacant Alt	
	Vacant Alt	
Seattle	MYR Bruce Harrell	
	CM Robert Kettle	
	CM Rob Saka	1
	CM Dan Strauss	
	CM Tammy Morales Alt	1
Bellevue	CM Sara Nelson Alt	
	MYR Lynne Robinson	
Federal Way	CM Janice Zahn Alt	
	MYR Jim Ferrell	
Kent	Vacant Alt	
	MYR Dana Ralph	1
Kirkland	CM Toni Troutner Alt	1
	MYR Kelli Curtis	1
Renton	DP MYR Jay Arnold Alt	
	MYR Armondo Pavone	
Redmond	CM James Alberson, Jr. Alt	1
	MYR Angela Birney	1
Auburn	CM Vanessa Kritzer Alt	1
	MYR Nancy Backus	1
Other Cities/Towns in King County	DP MYR Larry Brown Alt	
	MYR Chris Roberts, Shoreline	1
	MYR Jeff Wagner, Covington	1
	MYR Jan Molinaro, Enumclaw	1
	MYR Mary Lou Pauly, Issaquah Alt	1
	MYR Mason Thompson, Bothell Alt	1
Kitsap County	MYR Thomas McLeod, Tukwila Alt	1
	COMM Charlotte Garrido	1
Bremerton	COMM Katie Walters Alt	
	MYR Greg Wheeler	1
Port Orchard	CM Jeff Coughlin Alt	
	MYR Rob Putaansuu	
Other Cities/Towns in Kitsap County	CM Jay Rosapepe Alt	
	MYR Becky Erickson, Poulsbo	1
Pierce County	MYR Joe Deets, Bainbridge Island Alt	1
	EXC Bruce Dammeier	
Tacoma	CM Ryan Mello	1
	CM Dave Morell Alt	
Lakewood	CM Krstina Walker	1
	MYR Victoria Woodards Alt	
Other Cities/Towns in Pierce County	CM Ryan Pearson	1
	MYR Jason Whalen Alt	
Snohomish County	MYR Joshua Penner, Orting	1
	DP MYR Dennis King, Puyallup Alt	
	EXC Dave Somers	1
Everett	CM Sam Low	1
	CM Jared Mead Alt	
	MYR Cassie Franklin	1
Other Cities/Towns in Snohomish County	CM Don Schwab Alt	
	MYR Jon Nehring, Marysville	1
	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
Port of Bremerton	MYR Mason Thompson, Bothell Alt	1
	COMM Axel Strakeljahn	1
Port of Everett	COMM Gary Anderson Alt	
	COMM David Simpson	1
Port of Seattle	COMM Glen Bachman Alt	
	COMM Hamdi Mohamed	1
Port of Tacoma	COMM Toshiko Hasegawa Alt	
	COMM John McCarthy	1
Washington State Department of Transportation	COMM Kristin Ang Alt	
	Secretary Roger Millar	1
Washington State Transportation Commission	Julie Meredith Alt	1
	COMM Nicole Grant	
	COMM Jim Restucci Alt	



Puget Sound Regional Council

CONSENT AGENDA

February 15, 2024

To: Executive Board
From: Executive Dave Somers, Chair, Operations Committee
Subject: **Approve Vouchers Dated January 2, 2024, through February 5, 2024, in the Amount of \$807,877.84**

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>
01/02/24 - 02/05/24	AP Vouchers	\$ 406,494.05
1/31/2024	Payroll	\$ 401,383.79
		<hr/>
		\$ 807,877.84

For additional information, please contact Andrew Werfelmann, Budget Manager, at awerfelmann@psrc.org or 206-971-3292.



Puget Sound Regional Council

CONSENT AGENDA

February 15, 2024

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Contract Authority for Waterfront Place Office Repair & Restoration**

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 contracts with one or more vendors to restore PSRC's former office suite at Waterfront Place by removing obsolete fixtures and furniture, and to make final repairs as required under the terms of PSRC's lease in an amount not to exceed \$90,000.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter one or more contracts with one or more vendors to provide removal, repair, and restoration services at PSRC's former office suite in an amount not to exceed \$90,000.

BUDGET IMPACT

The adopted Biennial Budget and Work Program includes sufficient funds within the budget for this project.

DISCUSSION

PSRC has relocated to 1201 Third Avenue, Suite 500 effective January 2024. PSRC's former offices at Waterfront Place (WFP) are still under lease through May 2024. The terms of PSRC's lease at WFP requires PSRC to remove wall fixtures, furniture that is not built in, and take other steps to restore the office suite to its original condition. Much

of the metal office equipment is recyclable and staff have taken steps to use free services to remove recyclable units from the office to reduce the costs associated with the restoration.

Using the state of Washington's contract, staff received several quotes upon which to base this contract authority request. Staff anticipate entering into a contract in February with work to commence in March.

For additional information, please contact Nancy Buonanno Grennan, Deputy Executive Director, at nbgrennan@psrc.org or 206-464-7527.



Puget Sound Regional Council

CONSENT AGENDA

February 15, 2024

To: Executive Board
From: Executive Dave Somers, Chair, Operations Committee
Subject: **Approve Contract Authority for 2024 General Assembly**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to authorize the Executive Director to enter into one or more contracts to include but not limited to space rental, catering, speaker and audio/visual expenses related to the 2024 General Assembly.

RECOMMENDED ACTION

Recommend that the Executive Board authorize the Executive Director to enter into one or more contracts for support of the 2024 General Assembly. The total cost for all contracts will not exceed \$40,000.

BUDGET IMPACT

The adopted Fiscal Years 2022-2024 Supplemental Biennial Budget and Work Program includes funding for this project. Total budget for the contract is not to exceed \$40,000.

DISCUSSION

The Puget Sound Regional Council General Assembly includes all mayors, county executives, commissioners, and councilmembers of PSRC member jurisdictions, tribes and statutory members. Each elected representative is a voting member of the General Assembly. The General Assembly will meet on May 30, 2024, to adopt the FY2024-2025 biennial budget and work program and elect new officers.

If you have any questions, please contact Josh Brown at 206-464-7515 or email jbrown@psrc.org; or Sheila Rogers at 206-464-5815 or email srogers@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

February 15, 2024

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

Four agencies submitted eight 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 February 8, 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

There are several redistribution requests from three transit agencies for projects containing PSRC's FTA funding. These requests have been reviewed and recommended for approval by PSRC's Transportation Operators Committee, and are detailed in Exhibit B.

Federal and State Fund Source Descriptions

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

5307	FTA Urbanized Area Formula Program
------	------------------------------------

5337 HIFG	FTA State of Good Repair Program
5339	FTA Bus and Bus Facilities Program
BR	Local Bridge Program for work on bridges on public roads.
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).

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

Attachments:

- Exhibit A: Project(s) Proposed for Routine Amendment to 2023-2026 TIP
- Exhibit B: Recommended FTA Redistribution Requests

Month: February

Year: 2024

**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. Community Transit	Facilities Rehabilitation, Renovation and Maintenance Existing project redistributing funds from CT-74: Swift BRT Gold Line for rehabilitation, renovation and maintenance of transit facilities including base buildings, park & rides, transit stations and bus stops.	\$803,236	Federal 5339	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$803,236	Total				
2. Issaquah	NW Sammamish Rd/SE 56th St Preservation New project programming preliminary engineering and construction phases for pavement repair, milling, overlay, upgrade curb ramps, utility adjustments, curb and gutter repair, and adjustment of eastbound bike lane to improve safety with transit.	\$3,141,000	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,141,000	Total				
3. King County Department of Transportation (Road Services)	North Fork Bridge New project programming preliminary engineering for construction of a new 3-span bridge and associated road and channel improvements.	\$5,040,000	Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,040,000	Total				
4. King County Department of Transportation (Transit)	Atlantic Base Pavement Replacement Existing project redistributing funds from MET-230: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022, MET-242: Trolley Pole Replacement 2023-2024, and MET-244: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 for pavement replacement at the trolley bus Atlantic Base.	\$13,684,329	Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,421,082	Local				
		\$17,105,411	Total				
5. King County Department of Transportation (Transit)	Replacement of Overhead Trolley Infrastructure 2021-2022 Existing project redistributing funds from MET-230: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022 and MET-244: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 for purchase and installation of wire, switches, and other hardware.	\$7,710,995	Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,927,749	Local				
		\$9,638,744	Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	UPWP Other	Amend	
6. King County Department of Transportation (Transit)	Vehicle, Equipment and Facilities Maintenance 2021-2024 Existing project redistributing funds from KCFD-5: Seattle Central Waterfront Regional Passenger-Only Ferry Terminal and MET-238: King County Metro Bus Acquisition 2023-2024 for preventative maintenance of transit-related vehicles, equipment, and facilities.	\$29,491,511	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$157,346,558	Local				
		\$186,838,069	Total				
7. King County Department of Transportation (Transit)	Trolley Energy Storage System Replacement Existing project redistributing funds from MET-244: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 for purchase and installation of Energy Storage System units for approximately 170 of Metro's electric trolley buses.	\$26,350,000	Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$26,350,000	Total				
8. Sound Transit	SR 522/NE 145th St BRT Existing project redistributing funds from RTA-106: Regional Express Bus Program (2023-2024) for a Bus Rapid Transit system from the south Shoreline light rail station to UW Bothell with connecting service at Woodinville. Work includes new and upgraded transit centers, new park-and-ride capacity, and access improvements at stations. This is a multi-year project and the programming reflects the funds available within the span of the current TIP.	\$1,490,506	Federal 5339	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$233,304,000	Local				
		\$234,794,506	Total				

EXHIBIT B: RECOMMENDED FTA REDISTRIBUTION REQUESTS

Three transit agencies are requesting modifications to PSRC's 2020, 2021, 2022, 2023 and 2024 FTA funds. King County Metro requests to redistribute Seattle-Tacoma Everett Urbanized Area (STE UZA) FTA funds between ten projects identified below. Sound Transit requests to redistribute STE UZA FTA funds between two projects identified below. Community Transit requests to redistribute Marysville Urbanized Area (MAR UZA) FTA funds between two projects identified below. These requests were reviewed and recommended by the Transportation Operations Committee (TOC) at its January 24, 2024, meeting.

King County Metro – Request 1:

- *Request:* Redistribute \$923,999 in STE UZA 2020 5307 Earned Share funds from the "Seattle Central Waterfront Regional Passenger-Only Ferry Terminal" project to the "Vehicle, Equipment and Facilities Maintenance 2021-2024" project.
- *Need:* The Passenger-Only Ferry Terminal was completed for less than the estimated costs, eliminating the need for these funds.
- *Scope Impacts:* The "Seattle Central Waterfront Regional Passenger-Only Ferry Terminal" project will use the remaining unobligated federal funds in the project to pay for final contract costs and then the project will be closed out. The "Vehicle, Equipment and Facilities Maintenance 2021-2024" project will use the additional funds to increase the federal share of the annual budget for this activity.

King County Metro – Request 2:

- *Request:* Redistribute \$10,000,000 in STE UZA 2021 and 2022 5337 HIFG funds from the "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022" project to the "Atlantic Base Pavement Replacement" and "Replacement of Overhead Trolley Infrastructure 2021-2022" projects.
- *Need:* This is needed to fund two infrastructure replacement projects that have been identified as having a critical need for additional funds, which will help maintain Metro's trolley system in a state of good repair.
- *Scope Impacts:* The "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022" project will be closed out. The "Atlantic Base Pavement Replacement" and "Replacement of Overhead Trolley Infrastructure 2021-2022" projects will use the additional funds to offset recent cost increases.

King County Metro – Request 3:

- *Request:* Redistribute \$28,567,512 in STE UZA 2024 5307 Earned Share funds from the "King County Metro Bus Acquisition 2023-2024" project to the "Vehicle, Equipment and Facilities Maintenance 2021-2024" project.
- *Need:* This is needed because the agency's planned battery electric bus acquisition is delayed primarily due to supply chain issues for charging infrastructure.

- *Scope Impacts:* The "King County Metro Bus Acquisition 2023-2024" project scope will be reduced by 30 vehicles. The "Vehicle, Equipment and Facilities Maintenance 2021-2024" project will use the additional funds to increase the federal share of the annual budget for this activity.

King County Metro – Request 4:

- *Request:* Redistribute \$3,359,000 in STE UZA 2024 5337 HIFG funds from the "Trolley Pole Replacement 2023-2024" project to the "Atlantic Base Pavement Replacement" project.
- *Need:* The "Atlantic Base Pavement Replacement" project is moving forward sooner, so will be able to more quickly utilize the funds.
- *Scope Impacts:* The "Trolley Pole Replacement 2023-2024" project will be closed out. The "Atlantic Base Pavement Replacement" project will use the additional funds to cover recent cost increases.

King County Metro – Request 5:

- *Request:* Redistribute \$14,506,324 in STE UZA 2023 and 2024 5337 HIFG funds from the "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 " project to the existing "Replacement of Overhead Trolley Infrastructure 2021-2022", "Trolley Energy Storage System Replacement", and "Atlantic Base Pavement Replacement" projects and the new "Pier 48 Gangway Replacement" project.
- *Request:* This is needed to fund four critical infrastructure replacement projects to maintain the agency's aging trolley system, water taxi maintenance facility and Atlantic Base.
- *Scope Impacts:* The "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022" project will be closed out. The "Atlantic Base Pavement Replacement" and "Replacement of Overhead Trolley Infrastructure 2021-2022" projects will use the additional funds to offset recent cost increases. The "Trolley Energy Storage System Replacement" project scope will remain the same because this project is 100% federally funded due to the use of toll credits as match, so adding additional federal funds will just increase the percentage the agency is able to receive in FTA reimbursements. The "Pier 48 Gangway Replacement" is a new project that will use the funds to replace the gangway and related facility utility connections that provide access to Metro's floating water taxi maintenance facility.

Sound Transit Request:

- *Request:* Redistribute \$1,490,506 in STE UZA 2023 5339 funds from the "Regional Express Bus Program (2023-2024)" project to the "SR 522/NE 145th St BRT " project.
- *Need:* Bus procurement under the "SR 522/NE 145th St BRT " project is moving forward sooner than bus procurement under the "Regional Express Bus Program (2023-2024)" project.
- *Scope Impacts:* The scopes of both projects will not change as the agency will be increasing and decreasing their total budgets by a like amount of local funds.

Community Transit Request:

- *Request:* Redistribute \$803,236 in MAR UZA 2021, 2022, and 2023 5339 funds from the "Swift BRT Gold Line" project to the "Facilities Rehabilitation, Renovations and Maintenance" project.
- *Need:* Additional time is needed for completion of the FTA Capital Investment Grants (CIG) Small Starts application for the "Swift Gold Line" project. As the 5339 funds in the project are now, or will soon be, approaching their FTA lapse dates, the request is to shift them so that they will be able to obligate sooner.
- *Scope Impacts:* The scopes of both projects will not change as the agency will be increasing and decreasing their total budgets by a like amount of local funds.

These modifications were found to be consistent with PSRC's project tracking policies and recommended by the TOC on January 24, 2024.

The thirteen existing projects have already gone through PSRC's public review process. Since it is a new project, the "Pier 48 Gangway Replacement" project will be released for public review on February 5, 2024. Any public comments received will be provided to the Transportation Policy Board at the March 9 meeting, and the Executive Board at the March 23 meeting, at which time the Executive Board will be asked for final approval.

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



Puget Sound Regional Council

CONSENT AGENDA

February 15, 2024

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Recommend Authorizing a Change in Regional Transportation Plan Project Status for Two Projects**

IN BRIEF

One agency has submitted two requests to change the status of 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 February 8, the Transportation Policy Board recommended that 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 two Regional Capacity Projects detailed in Exhibit A, from "Candidate" to "Approved."

DISCUSSION

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

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

Two projects are requesting changes in project status from “Candidate” to “Approved.” Additional details of each project are provided in Exhibit A, including the project description and criteria applied to review the projects for the requested status change.

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

Attachments:

Exhibit A: Regional Capacity Projects Status Change Requests

EXHIBIT A: REGIONAL CAPACITY PROJECTS STATUS CHANGE REQUESTS

Sponsor	Project Title	Project Description	Total Project Cost	Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
REQUESTING CHANGE FROM "CANDIDATE" TO "APPROVED"									
Sound Transit	I-405 Bus Rapid Transit Project	This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. Project will include bus priority lanes and treatments along S 154th Street, SR 518, and S 148th Street between Tukwila/International Boulevard Station and Burien Transit Center. The project will also construct ten new BRT stations, including a transit center and parking facility in South Renton, an in-line station at I-405/NE 85th Street, and an in-line station with parking at I-405/NE 44th Street in Renton. Lastly the Kingsgate Park & Ride at Totem Lake will increase parking capacity.	\$1,136,814,480	This project is consistent with regional policies.	A benefit-cost ratio of 1.12 was determined in 2016 as part of the ST3 benefit-cost analysis.	NEPA Categorical Exclusion (CE) was issued June 2022. SEPA Determination of Non-Significance (DNS) was issued September 2020.	Sound Transit has entered agreements with WSDOT and the cities of Bellevue, Bothell, Burien, Kirkland, Lynnwood, and Renton.	The project is fully funded with local and federal funds for a total project cost of \$1,136,814,480 in 2022 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.
Sound Transit	SR 522/NE 145th Street Bus Rapid Transit Project	This will construct Bus Rapid Transit (BRT) from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522, most of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.	\$522,814,581	This project is consistent with regional policies.	A benefit-cost ratio of 1.12 was determined in 2016 as part of the ST3 benefit-cost analysis.	SEPA Determination of Non-Significance (DNS) was issued March 2021.	Sound Transit has entered agreements with WSDOT and the cities of Bothell, Kenmore, Lake Forest Park, Shoreline, and Seattle.	The project is fully funded with local and federal funds for a total project cost of \$522,814,581 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

February 15, 2024

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Regional Transportation Plan Limited Call for Project Updates**

IN BRIEF

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

PSRC released a limited call for project updates in November 2023. The results of the requested changes are described in this memo for adoption by the Executive Board. At its meeting on February 8, the Transportation Policy Board recommended adoption of the minor amendment to the RTP.

RECOMMENDED ACTION

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

DISCUSSION

The current RTP was adopted in May 2022. While PSRC is required by federal law to review and update the plan at least every four years, it is recognized that projects in the

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

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

To reflect updated project information and current activities, PSRC provided an opportunity for sponsors to submit project revisions and status changes in November 2023. Since the next required four-year update of the plan is scheduled for adoption in 2026, the opportunity was limited to projects that needed to begin work prior to that time. Revisions could include changes in cost, scope, or completion date to projects in the existing Constrained plan; requests to move projects from the Unprogrammed portion of the plan to Constrained; or to request new project entries to the plan. As a reminder, the air quality conformity determination and the plan's financial strategy encompass the investments in the Constrained portion of the plan; the SEPA environmental analysis encompasses the full plan, including both Constrained and Unprogrammed. In order to proceed toward implementation, projects must be included in the Constrained plan.

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

Requests to move projects into the Constrained plan as part of a mid-cycle update require additional information regarding the impact to the RTP financial strategy. The RTP has a constrained financial strategy, so that no additional investments may be included without reasonable expectation of funding. Projects requesting to be moved into the Constrained plan must have a reasonable funding source identified, and/or

¹ The majority of investments contained in the transportation plan are programmatic in nature, such as preservation, maintenance, operations and local transportation investments. However, projects adding capacity to the regional system are required to be included on the Regional Capacity Projects List. Thresholds for all modes are identified to determine whether a project is programmatic or adding regional capacity; more information can be found on PSRC's website at <https://www.psrc.org/media/7615>.

other investments must be moved out of the Constrained plan into Unprogrammed in order to maintain the financial constraint requirements of the plan.

Changes to project costs are reflected in Attachment A, and result in a net increase to the Constrained plan of over \$14 billion. The majority of this cost differential is from Sound Transit projects. From information provided by Sound Transit, higher projected capital costs are offset by higher projected tax revenues and projected debt proceeds. Based on updated financial plan projections, the overall ST3 expansion program is projected to remain achievable within the 2046 time period, however, as with all projects and programs, there may be risks in the future from continuing cost pressures and external factors, including any potential economic scenarios that would negatively impact revenues. Sound Transit provided information on their financial plan at the February Transportation Policy Board meeting.

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

An assessment of the amendment's potential impact on the plan's positive finding of air quality conformity was also conducted. As a reminder, regional transportation plans are required to conform to established state air quality plans.² Based on the location of the requested projects and the proposed revisions, this mid-cycle amendment to the plan will not impact the region's positive finding of air quality conformity.

For more information, please contact Mitch Koch at mkoch@psrc.org.

Attachments:

A. 2024 Requested RTP Amendment

² Air quality conformity must be addressed for areas designated by the U.S. Environmental Protection Agency as nonattainment or maintenance for specific pollutants. Within the Puget Sound region, there is currently a fine particulate matter (PM2.5) maintenance area in the Tacoma/Wapato Hills area. The region is in attainment of all other criteria pollutants. The State Implementation Plan for Air Quality (SIP) provides a blueprint of how these areas will meet and maintain the National Ambient Air Quality Standards. Positive findings of conformity to the SIP are required for transportation plans and projects within these areas.

ATTACHMENT A: 2024 REQUESTED RTP AMENDMENT

Table 1 identifies new projects requesting submission into the Constrained Plan. Table 2 identifies projects currently in the Unprogrammed plan requesting submission into the Constrained Plan. Table 3 identifies revisions requested for current projects in the Constrained Plan, and Table 3A identifies revisions specific to Sound Transit projects. Table 4 identifies administrative updates to current projects. Table 5 identifies projects to be moved out of the Constrained Plan into Unprogrammed to balance the financial strategy submissions.

Table 1: New Projects Submitted to the Constrained Plan

Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
Seattle	Harrison Street Transit Pathway	Rebuild Harrison Street and improve connecting transit corridors to accommodate high-frequency bus routes and pedestrian activity. Primary project elements include repaving, re-channelization, traffic signal upgrades, transit signal priority, transit stops, real-time information signage for transit, trolley-wire infrastructure, and enhanced pedestrian improvements.	\$25,061,201	2028	69
Tacoma	Hilltop/Downtown Vision Zero Improvements	This project will improve safety and active transportation access on principal arterials in Hilltop and Downtown in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$7,134,473	2035	59
Tacoma	Lower Portland Avenue Neighborhood Vision Zero Improvements	This project will improve safety and active transportation access in the Lower Portland Avenue neighborhood in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$697,762	2034	48
Tacoma	Pacific Avenue Vision Zero Improvements (S)	This project will improve safety and active transportation access along Pacific Avenue in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-	\$6,121,427	2030	61

	11th Street - City Limits)	channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.			
Tacoma	Northeast Tacoma Vision Zero Improvements	This project will improve safety and active transportation access in Northeast Tacoma in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$5,620,761	2035	49
Tacoma	S 56th Street Vision Zero Improvements (Tacoma City Limits - I-5)	This project will improve safety and active transportation access on S 56 th Street in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$22,702,329	2035	46
Tacoma	S Hosmer Street Vision Zero Improvements (S 72nd Street - Tacoma City Limits)	This project will improve safety and active transportation access on S Hosmer Street in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$2,554,892	2035	41
WSDOT – Northwest Region	SR 525/Mukilteo Bridge Over Railroad - Bridge Replacement	Construct a new bridge to replace the existing bridge crossing over the railroad in Mukilteo.	\$46,111,698	2029	38
WSDOT – Olympic Region	SR 3/Freight Corridor - New Alignment	Construct new alignment around the town of Belfair to relieve traffic. This project will construct a new 7-mile two-lane two-way limited access highway in the Belfair vicinity. The urban core of the Belfair Community experiences severe congestion during peak hours, and this new alignment will provide route options for commuter and freight traffic on SR 3 while maintaining the existing SR 3 as a Business Loop.	\$114,280,106	2028	39
WSDOT – Olympic Region	SR 167/SR 512 to Ellingson Road Vicinity - SB Congestion Management	This project will extend the SR 167 express toll lanes in the southbound direction to the SR 410/SR 512 interchange. Existing fish passage barriers will also be removed and replaced with fish passable structures.	\$75,786,931	2028	58

Table 2: Projects Requesting to be Moved from Unprogrammed to Constrained

Plan ID	Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
5312	Community Transit	Swift BRT Green Line Extension to UW Bothell Campus	Service hours and buses. Core service or Swift Bus Rapid Transit that extends the Swift Green Line from Canyon Park to downtown Bothell and to the UW campus. Requires speed & reliability improvements, roadway widening, and accessible transit stops.	\$27,117,282	2030	55
2679	Snohomish County	Snohomish River Regional Trail	Shared use trail.	\$24,774,748	2028	33

Table 3: Requested Revisions to Existing Constrained Projects

Plan ID	Sponsor	Project Title	Change to Project Scope or Limits	Updated Completion Year	Change to Total Project Cost \$2022
5579	Tacoma	Puyallup Ave Transit/Complete Street Improvements	<p>Updated Scope: Reconstruction of a roadway with complete street elements including sidewalks/curb ramps, bulb-outs, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a shared HOV/transit lane, as well as minor improvements to side streets to reorient/increase functionality of parking spaces, and other street amenities. The pavement design for driving lanes will meet heavy haul standards. Bike lanes/active transportation facilities will also be added, with additional State funds, to provide Fife to Tacoma pedestrian access, adjust the ramp at the Portland/Puyallup intersection, and connect this project's amenities to WSDOT's regional bike lane improvements along SR 167.</p> <p>Updated Limits: Puyallup Ave from S. C Street to 450 feet east of Eels Street/20th Street E intersection</p>	N/A	\$1,918,600
5763	Tacoma	72nd/74th Street Vision Zero Improvements	Updated Limits: 74th Street W & Lakewood Drive W to S 72nd Street and Waller Road E	N/A	\$0

5762	Tacoma	S Orchard Street/Lakewood Drive (6th Avenue to S 74th Street)	Updated Limits: Orchard Street and 6th Avenue to Lakewood Drive and 74th Street W	N/A	\$0
5764	Tacoma	South Tacoma Way Vision Zero Improvements (Pacific Avenue - City Limits)	Updated Limits: South Tacoma Way from Pacific Avenue to south City Limits	N/A	\$0
5714	WSDOT – Northwest Region	I-405 Corridor: I-5/I-405 to 164th Street SW Auxiliary Lane	N/A	2028	(\$9,839,203)
1659	WSDOT – Olympic Region	SR 167/I-5 to SR 161 - New Expressway	Updated Limits: SR 167 Milepost 1.19 to SR 167 Milepost 6.96	2029	\$192,303,056

Table 3A: Requested Revisions to Existing Constrained Projects – Sound Transitⁱ

Plan ID	RTP Name	Change to Project Scope	Updated Completion Year	Change in Total Project Cost \$2022
4081	Auburn Station Access Improvement	N/A	2027	\$128,650,321
2644	Kent Station Access Improvements	N/A	2027	
4083	Sumner Station Improvements	N/A	2026	
2524	Downtown Redmond Link Extension	N/A	2024	(\$68,917,447)
2527	I-405 Bus Rapid Transit	N/A	2029	\$71,659,769
5679	Infill Light Rail Station: Northeast 130th Street	N/A	2026	\$141,054,547
5681	Infill Light Rail Station: South Boeing Access Road	N/A	N/A	\$84,684,175
5680	Infill Light Rail Station: South Graham Street	N/A	N/A	\$20,767,049
4086	Lakewood Station Access Improvements	N/A	2030	\$6,066,775
5685	Link LRT Extension from Federal Way to Tacoma	N/A	2035	\$1,731,286,466

6.g – Att. A

5686	Link LRT Extension from Angle Lake to Federal Way	N/A	2026	\$4,525,838
5684	Downtown Seattle LRT Tunnel	N/A	2039	\$5,335,065,821
5683	Link LRT Extension from Downtown Seattle to Ballard	N/A	2039	
2523	Link LRT Extension from Downtown Seattle to Redmond (Overlake)	N/A	2025	\$676,891,944
5682	West Seattle Link Extension	Updated Scope: Project will add 4.7 miles of light rail service from downtown Seattle to West Seattle's Alaska Junction neighborhood. Includes 4 new stations between SODO and Alaska Junction.	2032	\$1,881,314,828
2519	Link LRT Extension from Lynnwood to Everett	N/A	2041	\$2,031,709,893
2520	Link LRT Extension from Northgate to Lynnwood	N/A	N/A	\$161,529,974
2529	Link LRT Extension to South Kirkland and Issaquah	N/A	2044	\$1,268,781,290
5359	NE 145th Street and SR 522 Bus Rapid Transit	N/A	2028	\$25,885,116
4084	Puyallup Station Improvements	N/A	2023	\$7,865,640
2533	Souder Extension to Dupont	N/A	2045	\$44,374,527
4087	Souder South Capital Improvements Program	N/A	2046	\$104,748,584
4085	South Tacoma Station Access Improvements	N/A	2030	\$6,293,812

4079	Tacoma Dome Station Access Improvements	N/A	2032	\$2,113,199
5459	Tacoma Link Expansion	N/A	2023	\$56,887,403
4075	Tacoma Link Extension to Tacoma Community College	N/A	2041	\$316,990,633
				\$14,040,230,158

Table 4: Administrative Updates

Plan ID	Sponsor	Project Title	Change to Project Scope or Limits	Updated Completion Year	Change to Total Project Cost \$2022
5674	King County	RapidRide I Line	N/A	2026	\$0
5738	King County	West Seattle Mobility Transit Hub	N/A	2028	\$0
4229	WSDOT – Northwest Region	SR 167 - SR 516 to S 277th Street	Project to be split into two projects, one northbound project and one southbound project, to accommodate project timeline differences.	N/A	N/A

Table 5: Existing Projects to be Removed from the Constrained Plan

Plan ID	Sponsor	Project Title	Description	Change to Total Project Cost \$2022
5652	WSDOT – Olympic Region	SR 167/SR 512 to 15th Street SW - Core HOV	This section of SR 167 is experiencing congestion and is part of the HOV program. Widening the existing SR 167 roadway to provide HOV lanes from SR 512 to 15th Street SW will reduce congestion and enhance motorist safety.	(\$551,778,660)

Total Cost Change to Constrained Plan, Tables 1-5 = \$14,030,797,561

ⁱ Sound Transit has identified revenues in their current financial plan to address these cost increases, and will present this information to the board at the meeting on February 8.



Puget Sound Regional Council

DISCUSSION ITEM

February 15, 2024

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

IN BRIEF

The Transportation Policy Board and Executive Board were previously briefed on the work to develop a performance dashboard as identified in the Regional Transportation Plan. At the meeting on February 22, 2024, staff will share an annual report presentation highlighting prior year trends and share the updated performance dashboard with the board.

DISCUSSION

The [Regional Transportation Plan](#) (RTP) identified numerous implementation items, covering all the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners. One of the implementation items was the development of a performance dashboard. Specifically, the RTP calls for PSRC to identify and report on performance measures related to key aspects of VISION 2050 and the RTP, including but not limited to, emissions, safety, active transportation, vehicle miles traveled and transit ridership. The plan also calls for PSRC to track the progress of these measures through an online dashboard.

The Transportation Policy Board provided feedback on the draft dashboard in Fall 2022 and the dashboard was released in January of 2023. The data has been continually updated throughout 2023 and several improvements have been incorporated in the dashboard. At the Transportation Policy Board meeting on February 8, staff provided an annual report of 2023 RTP Dashboard trends highlighting key changes related to safety, climate and travel and growth trends. At its meeting on February 22, the Executive

Board will also be briefed on the RTP Dashboard. Some of the key metrics that will be reviewed include changes in vehicle miles traveled, serious and fatal collisions, transit use, commute trends and zero-emission vehicle registrations.

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



Puget Sound Regional Council

DISCUSSION ITEM

February 15, 2024

To: Executive Board

From: Josh Brown, Executive Director

Subject: Regional Transportation Plan (2026-2050) Development Process

IN BRIEF

At its meeting on February 22, the Executive Board will be provided information on the schedule and work program for developing the next long-range Regional Transportation Plan (RTP). The board will be briefed on the current RTP and begin discussions of key policy priorities. Work on the next RTP will continue through 2026, when the plan is scheduled to be adopted.

DISCUSSION

Under federal and state law, PSRC is required to develop a long-range regional transportation plan every four years. The current plan, adopted in 2022, describes the investments and actions needed to create a safe, clean and efficient transportation system essential to the region's quality of life, health and economy. The RTP identifies the investments and actions necessary to support VISION 2050, the centerpiece of which is an integrated local and regional high-capacity transit network.

During development of the current RTP, identified objectives were to make progress on existing challenges and address current and future needs of the transportation system, as well as to plan for long-term system investments to accommodate future growth. In addition, the board identified six key policy focus areas for the plan: access to transit, safety, climate, equity, local agency needs and forward thinking future investments.

The plan also incorporated new and innovative tools for sharing data and information. For example, a new visualization tool of the transportation system and current conditions was developed, and online videos created to share information on specific elements of the plan. In addition to engagement with PSRC's boards, committees and

member agencies, expanded efforts to engage with community was also conducted throughout plan development. This included a public survey, an online open house, community focus groups, youth outreach, and interviews with business and labor groups. During the formal public comment period, over 550 comments were received on the plan.

At its meeting on February 22, the board will be provided an overview of the current RTP, and the schedule and work program for the next RTP scheduled for adoption in May 2026. Preliminary feedback will be gathered on priority focus areas, with further discussions throughout 2024.

For more information please contact Kelly McGourty, Director of Transportation Planning, at 206-971-3601 or kmcgourty@psrc.org, or Gil Cerise, Program Manager, at 206-971-3053 or gcerise@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

February 15, 2024

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Regional Centers Monitoring Scope of Work**

IN BRIEF

The board will have an opportunity to provide feedback and give direction to proceed on the draft scope of work for the regional centers work program, including plans and timelines for redesignation and monitoring called for by the [Regional Centers Framework](#).

DISCUSSION

Centers are the hallmark of VISION 2050 and the Regional Growth Strategy. They guide regional growth allocations, advance local planning, inform transit service planning and represent priority areas for PSRC's federal transportation funding.

The region has designated 30 regional growth centers. These are locations of the region's most significant business, governmental, cultural facilities and are planning for growth. The region's 10 designated regional manufacturing/industrial centers are locations for more intensive industrial activity. Both regional growth centers and regional manufacturing/industrial centers are focal points for planned growth, economic development and transportation infrastructure investments.

REGIONAL CENTERS FRAMEWORK

In 2018, PSRC's Executive Board adopted the [Regional Centers Framework](#) to identify more consistent criteria for regional centers. This includes developing a framework to track performance and outcomes of centers over time, providing guidance on planning for centers and the redesignation of existing centers.

Based on criteria in the framework, PSRC staff are starting early work to define data needs and components of the monitoring and redesignation process. The board will discuss the scope of work for this multi-year process.

MONITORING AND REDESIGNATION PROCESS

PSRC staff conducted outreach on the scope in 2023, collecting feedback from the Growth Management Policy Board, Regional Staff Committee, Regional TOD Committee and the Freight Advisory Committee. The Growth Management Policy Board discussed this topic at their February meeting and gave direction to proceed on the work.

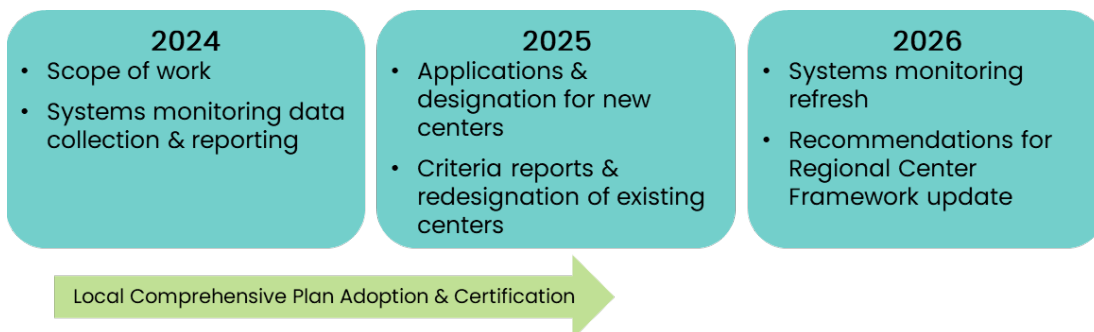
The draft scope of work in Attachment A incorporates board and committee feedback and highlights the three key outcomes for this process:

- Evaluate the success of the system of centers.
- Consider designation applications for new regional centers.
- Confirm designation of existing centers with a clear redesignation process.

The system monitoring will take place throughout 2024 to gather data on how the region’s centers are achieving desired outcomes. Data categories include growth, mobility, housing, environment, social equity and opportunity, economic development, public health and urban form. A refresh of this data collection and system report will be completed in 2026 to reflect local comprehensive plan updates and other related work.

In 2025, PSRC staff will issue a call for applications for new regional centers. Staff will review applications and provide recommendations to the Growth Management Policy Board and Executive Board in late 2025.

Existing regional centers will be evaluated in 2025 for their alignment with Regional Centers Framework requirements. Criteria reports will be developed for each center based on existing criteria and presented to the Growth Management Policy Board and to the Executive Board for redesignation.



ONLINE CENTERS PROFILES

Existing data on regional centers is available in the [online centers profiles](#). This online dashboard replaces profiles last updated in 2013. Data in the center profiles comes from the WA Office of Financial Management, US Census Bureau American Community Survey and PSRC. Data includes measures on demographics, housing, transportation and urban form. All data in the profiles is available for download and can be used for centers planning by local jurisdictions.

DISCUSSION QUESTIONS

At the February board meeting, PSRC staff will engage the board in answering the following questions:

- Does the draft scope of work adequately cover needed steps for successful centers monitoring and redesignation?
- Is there any additional information that may be needed for successful monitoring of the system of centers?
- Does the board agree PSRC staff should proceed on the scope of work for regional centers monitoring and redesignation?

NEXT STEPS

If needed, PSRC staff will incorporate board feedback in the draft scope of work for the centers monitoring process. PSRC will continue to update the board as work progresses.

LEAD STAFF

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

Attachments:

Attachment A: Regional Centers Monitoring and Redesignation Draft Scope of Work



Regional Centers Monitoring and Redesignation | Draft Scope of Work

January 2024

Purpose

The [Regional Centers Framework](#) (2018) established criteria and planning expectations to ensure regional centers are developing as thriving and connected communities with sufficient market potential to accommodate new jobs and residents. At the time, several existing centers did not meet all adopted requirements.

The location of regional centers guides regional growth allocation, advances local planning, informs transit service planning, and are priority areas for PSRC's federal transportation funding. These important roles highlight how critical it is for regional centers to meet high standards for planning and development. Redesignation from a regional to a countywide center may lead to an update in regional geography and growth allocation in the Regional Growth Strategy, as well as changes to PSRC funding availability.

The redesignation process will evaluate individual regional centers to determine how they meet criteria, planning the jurisdiction has completed, and redesignate as appropriate.

The monitoring process will evaluate how the region's system of centers is meeting regional objectives and determine whether updates to the framework may be needed.

Outcomes

Evaluate the success of the system of centers:

- Is the region achieving desired outcomes from the system?
- Does the region have the right number of centers?
- Are any changes needed to the Regional Centers Framework or in future updates to VISION 2050 to better achieve the desired outcomes for centers?

Consider designation applications for new regional centers:

- Should any new regional centers be designated?

Confirm designation of existing centers with a clear redesignation process:

- Are individual centers meeting the criteria?
- How should the board address centers that don't meet criteria or have limited market potential?

Process and Timeline

Scoping

Products & Process:

- GMPB and PSRC committees provide initial direction on project scoping (Q3-Q4 2023).
- GMPB and Executive Board review final scope of work (Q1 2024).

System Monitoring

Products & Process:

- PSRC staff collect and analyze data based on existing data sources and local centers planning (Q1-Q3 2024).
- PSRC staff develops an initial system report evaluating how the regional system of centers is achieving desired outcomes (Q4 2024).
- PSRC staff updates system report to reflect comprehensive plan updates, growth targets, and revised capacity (Q1-Q3 2026).
- GMPB provides recommendations to the Executive Board on future updates to the Regional Centers Framework (e.g. density criteria, types of centers) (Q4 2026).

Key Questions:

- Is the region achieving desired outcomes from the system of centers?
 - Data categories include growth, mobility, housing, environment, social equity and opportunity, economic development, public health, and urban form.
- Does the region have the right number of centers?
- Are any changes needed to the Regional Centers Framework or in future updates to VISION 2050 to better achieve the desired outcomes for centers?

New Center Application & Designation

Products & Process:

- PSRC staff issue call for applications and conduct outreach for new candidate centers (Q2-Q3 2025).
- Interested jurisdictions submit completed center applications (Q2-Q3 2025).
- PSRC staff review applications and provide recommendations to GMPB and Executive Board for designation (Q3-Q4 2025).
- GMPB makes recommendations and Executive Board takes action on any center designations (Q4 2025).

Key Questions

- Should any new regional centers be designated?

Criteria Reports for Individual Centers & Center Redesignation

Products & Process:

- PSRC staff develop draft criteria reports for individual centers on alignment with Regional Centers Framework requirements (Q1-Q3 2025).
- Jurisdictional staff review draft criteria reports and provide any additional context to support board review.
- GMPB evaluates existing centers for redesignation and makes recommendations to Executive Board (Q4 2025).
- Executive Board takes action on centers redesignation (Q4 2025).
 - General Assembly action to update VISION 2050 may be required if changes impact regional geographies.

Key Questions:

- Are individual centers meeting the criteria?
- How should the board address centers that don't meet criteria or have limited market potential?

Timeline



For more information, please contact Maggie Moore, Senior Planner, at MMoore@psrc.org.



SAVE THE DATE

Puget Sound Regional Council

2024 ANNUAL GENERAL ASSEMBLY

May 30, 2024 | 9:30 AM – 1:00 PM

Location TBD

PSRC's General Assembly will meet on **May 30, 2024**, to vote on major decisions, establish the budget, and elect new officers. Please save the date!

All mayors, county executives, commissioners, and councilmembers of PSRC member jurisdictions and tribes have votes at the Assembly and are encouraged to participate.

Registration will open in **early April**.

For questions, please contact **Sheila Rogers** at (206) 354-6560 or email srogers@psrc.org.



Puget Sound Regional Council

VISION 2050 AWARDS



Puget Sound Regional Council

Call for Nominations 2024

The Puget Sound Regional Council is seeking nominations for the VISION 2050 Awards Program through April 1, 2024.

The VISION 2050 Awards celebrate progress to enhance the region's communities and natural environment while advancing equity and opportunity for all. The awards recognize innovative work to create a better future for central Puget Sound.

We welcome nominations in the following categories:

On the Ground

Projects that show VISION 2050 in action today, including housing, mixed-use development or redevelopment, expanding access to opportunity, open space preservation, and transportation investments.

Planning Ahead

Comprehensive or subarea plans, economic development plans, climate action plans, equity initiatives, design guidelines, outreach programs, and other similar efforts that are shaping a positive future for the region.

Working Together

Cross-jurisdictional or public/private partnerships focused on solutions or working together to tackle tough problems and advance VISION 2050. Examples include multijurisdictional work on housing affordability, environmental and climate initiatives, corridor transportation planning, or other similar efforts to face long-term regional challenges.

The region's vision for 2050

is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. More information about the goals and themes of VISION 2050 can be found at www.psrc.org

Eligibility

New this year: PSRC will only be accepting nominations directly from its [membership](#). Firms seeking to nominate projects can do so through the member jurisdiction in which the project is located.

Nominations must be for projects, programs, plans or partnerships within the four-county region of King, Kitsap, Pierce and Snohomish counties that help achieve VISION 2050. More information about the goals and themes of VISION 2050 can be found at psrc.org/vision.

All nominated projects must be completed and open, plans must be adopted by their jurisdictions, programs must be in operation and partnerships must be formally working together.

Submit a Nomination!

Nominations must be submitted online through the [VISION 2050 Awards Nomination Form](#)

Learn more at: www.psrc.org

Scan the code for
the nomination form



Schedule

- April 1, 2024 – Nominations due
- April–May 2024 – Awards Selection Committee composed of PSRC board members will select the award winners
- Summer/Fall 2024 – Awards presented on location around the region



February 11, 2024

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Representative Jake Fey
415 John L. O'Brien Building
PO Box 40600
Olympia, WA 98504

Senator Marko Lias
Chair, Transportation Committee
305 John A. Cherberg Building
PO Box 40421
Olympia, WA 98504

Representative Andrew Barkis
427A Legislative Building
PO Box 40600
Olympia, WA 98504

Senator Curtis King
Ranking Member, Transportation Committee
414 Legislative Building
PO Box 40414
Olympia, WA 98504

Dear Governor Inslee, Chair Lias, Chair Fey, Ranking Member King and Ranking Member Barkis:

The Washington State Ferry system is in crisis. We are local elected officials from ferry communities across all corners of Puget Sound joining together to call upon state lawmakers to make robust investments in Washington State Ferries (WSF) to urgently restore full ferry system service.

Ferries are an essential part of our local communities. They bring tourists to our homegrown small businesses, hotels and restaurants. They transport our residents to life-saving medical appointments. They provide access to family and cultural connections. They get people to and from their jobs.

Right now, the Service Contingency Plan has the fleet operating at only 15 vessels, while WSF relays that 26 vessels are needed to operate at full service and allow for necessary planned maintenance. This drastic reduction in service is resulting in significant impacts on our residents and businesses who rely on ferry service.

We thank the Washington State Legislature for making investments in the ferry system in recent years to stabilize the ferry workforce and to preserve and maintain vessels. **We thank Governor Inslee for his leadership in continuing and enhancing these investments to address both long and short-term issues facing the WSF ferry system in the proposed supplemental transportation budget.** We fully support the investments in the Governor's budget, and we urge additional investments to address the immediate needs our communities are facing because of reduced service.

We recommend the following priorities to build and preserve vessels, ensure full staffing, and provide short-term solutions to address service gaps.

Vessel Construction, Preservation, and Electrification Five new hybrid-electric ferries must be built as quickly as possible to restore ferry fleet capacity and full system service. Adequate funding for preservation and maintenance of aging vessels must also be a budget priority to ensure existing vessels continue to operate to avoid further service interruptions. We also support resources to ensure vessel electric conversion and charging facilities to meet our state climate goals.

Workforce Development Retaining existing ferry crew, recruiting new staff and addressing upcoming retirements are vital to restoring and enhancing ferry service. We support the following workforce development initiatives:

- Provide training opportunities and scholarships to promote existing deck and engine room crew
- Add dispatch and vessel crew staff
- Create a new workforce development program in Kitsap County

Actions to Address Immediate Community Needs Supplementing WSF service with state-funded local options and exploring creative solutions to is necessary while ferry communities across the state wait for the ferry fleet to be fully restored. We recommend state funding to:

- Maintain Kitsap passenger-only ferry service
- Fund additional King County Water Taxi Service between Seattle and Vashon Island
- Continue Operate the San Juan Crew Shuttle
- Conduct studies of passenger-only service, the next class of ferry vessels and the economic impact of ferries on our local, regional and state economy

Action must be taken to preserve our marine highway system for our residents, businesses, and visitors. Please ensure ferries and ferry communities are a priority in the Transportation Budget.

Sincerely,

Counties

Island County

Commissioner Janet St. Clair

Jefferson County

Commissioner Kate Dean

Kitsap County

Commissioner Katie Walters
Commissioner Christine Rolfes

King County

Executive Dow Constantine
Councilmember Dave Upthegrove, Chair
Councilmemembr Teresa Mosqueda

Pierce County

Council Chair Ryan Mello

San Juan County

Council Chair Jane Fuller
Council Member Christine Minney
Council Member Cindy Wolf

Skagit County

Commissioner Lisa Janicki
Commissioner Peter Browning
Commissioner Ron Wesen

Snohomish County

Councilmember Megan Dunn

Cities

City of Anacortes

Councilmember Ryan Walters

City Of Bainbridge Island

Mayor Joe Deets

Deputy Mayor Jon Quitslund

Councilmember Ashley Mathews

City of Bremerton

Mayor Greg Wheeler

Councilmember Jane Rebelowski

Councilmember Jeff Coughlin

Councilmember Anna Mockler

Councilmember Michael Goodnow

City of Des Moines

Mayor Traci Buxton

Matt Mahoney

Ports

Port of Bremerton

Commissioner Cary Bozeman

Commissioner Axel Strakeljahn

Port of Port Townsend

Commissioner Carol Hasse

Port of Silverdale

Commissioner Caleb Reese

Town of Friday Harbor

Mayor Ray Jackson

City of Port Orchard

Mayor Rob Putaansuu

City of Poulsbo

Mayor Rebecca Erickson

Councilmember/Deputy Mayor Ed Stern

Council Member Gary McVey

City of Seattle

Mayor Bruce Harrell

Councilmember Rob Saka

Councilmember Robert Kettle

Public Utility Districts

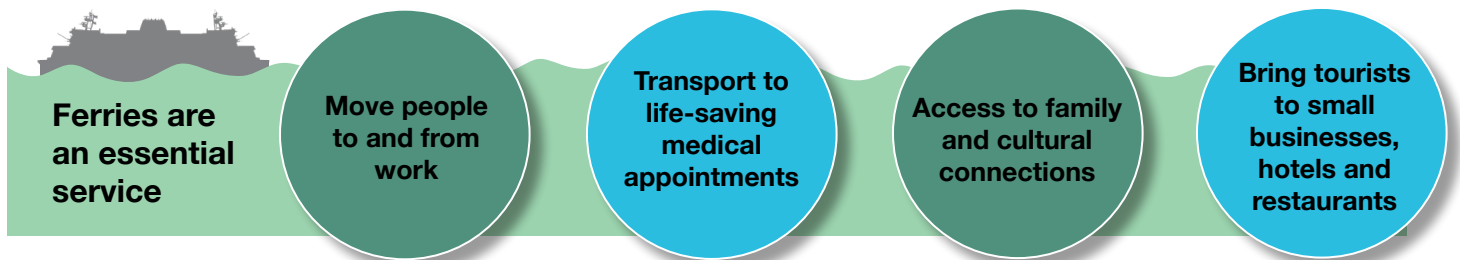
Kitsap Public Utility District

Commissioner Debra Lester

FUND OUR FERRIES



The Washington State Ferry system is in crisis. The ferry Service Contingency Plan has the fleet operating at only 15 vessels, while WSF relays that 26 vessels are needed to operate at full service and allow for necessary planned maintenance.



Ferry communities across all corners of Puget Sound call upon state lawmakers to make robust investments in Washington State Ferries (WSF) to urgently restore full ferry system service. We support:

Vessel Construction, Preservation, and Electrification

- Build 5 new hybrid-electric ferries ASAP
- Fund preservation and maintenance of aging vessels
- Electrify Vessels

Workforce Development

Retain existing ferry crew, recruit new staff & address retirements

- Training opportunities and scholarships to promote existing crew
- Add dispatch and vessel crew staff
- Create new workforce development program in Kitsap County

Address Immediate Community Needs

- Maintain Kitsap passenger-only ferry service
- Fund additional Seattle-Vashon Island King County Water Taxi Service
- Operate the San Juan Crew Shuttle
- Conduct studies of passenger-only service, next class of ferry vessels and economic impact of ferries

For more information, please contact:

Robin Koskey, Director of Government Relations & Communications

RKoskey@psrc.org | 206-798-4462