



Puget Sound Regional Council

Executive Board

Thursday, March 28, 2024 • 10:00 a.m. – 12:00 p.m.

Hybrid Meeting – PSRC Board Room: 1201 Third Avenue, Suite 500, Seattle, WA 98101

Watch or listen

- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 891 5696 3857, Passcode: 223594

Attend

- *The public can 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 (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 - Action Items**
 - a. Approve Minutes of Meeting held February 22, 2024
 - b. Approve Vouchers Dated February 12, 2024, through March 4, 2024, in the Amount of \$793,089.06

- c. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- d. Approve a Change in Regional Transportation Plan Project Status for the City of Tacoma's Water Ditch Trail Phase 3 Project
- e. Approve PSRC FTA Funding for King County Metro's Pier 48 Gangway Replacement Project
- f. Approve Updates to PSRC's Project Tracking Policies
- g. Approve 2024 Project Tracking and Supplemental Funding Action

7. Discussion Item

- a. Washington State Ferries (WSF) Presentation – *Steve Nevey, Assistant Secretary and John Vezina, Planning Director, WSF*

8. Discussion Item

- a. Legislative Briefing – *Robin Koskey, PSRC*

9. Discussion Item

- a. Climate Work Summary and Future Planning – *Kelly McGourty, PSRC*

10. Information Items

- a. FY2023 Audit Results for Puget Sound Regional Council and the Central Puget Sound Economic Development District
- b. New Employee Status Report
- c. PSRC Annual General Assembly, May 30, 2024, Seattle Convention Center – Summit Building, 900 Pine Street, Seattle, WA 98122
- d. VISION 2050 Awards – Call for Nominations 2024

11. Other Business

12. Next Meeting: Thursday, April 25, 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.

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March 14, 2024

2024 Project Tracking and Supplemental Funding Action

Staff reported on the delivery status of projects awarded PSRC's 2024 Federal Highway Administration funding and the impacts to meeting the required annual delivery target. Due to requested project extensions and the return of funds, there is a gap to the target and a supplemental funding action required. Staff reminded the board of recently approved revisions to the project tracking policies and the adopted steps for developing supplemental funding actions. The board recommended approval of a list of projects to receive an increase in their awarded federal funding to help achieve the annual delivery target. The board also discussed options for additional funding to address higher costs. Staff will return in April with a recommendation on the project extension requests for 2024, and with more information on the overall state process related to higher costs. [View presentation.](#)

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

Climate Work Summary and Future Planning

Staff provided a briefing on ongoing climate work and the schedule of activities through the development of the next Regional Transportation Plan. The briefing included information on partnership projects such as the regional greenhouse gas emissions inventory project, PSRC's 2030 climate analysis work, the convening of a climate expert review panel, and current efforts related to the Climate Pollution Reduction Grant Program for planning and implementation. [View presentation.](#)

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

Regional Transportation Plan (2026-2050) Development Process

The board continued their discussion on priorities and key themes for the Regional Transportation Plan. Themes and priorities that board members have highlighted to date include safety, climate, equity, ferries and maintenance of the system. Board members also discussed ideas for innovations and data analysis for the next plan. The board will further refine key priorities and policy focus areas as the development work of the next plan continues. [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

The board had a brief discussion on further direction to staff on the scope and timeline for the two items not recommended as part of the 2024 Policy Framework for PSRC's Federal Funds. The two items are prohibiting projects adding general purpose capacity expansion on limited access highways from competing for PSRC funds and setting a threshold for funding projects only above a certain total score. Given time constraints, staff will follow up with a communication to the board to gather additional feedback and will return in the fall with options for consideration. [View presentation.](#)

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



March 7, 2024

Puget Sound Recovery Update

Staff from the Puget Sound Partnership, Kitsap County and the City of Poulsbo briefed the board on Puget Sound recovery efforts and sought feedback on how the Partnership and PSRC can further support local work. Puget Sound water quality and wildlife habitat has been degraded. Puget Sound recovery is a goal in VISION 2050 and is addressed through several policies like En-Action-2, which directs PSRC and the Puget Sound Partnership to coordinate to support watershed planning to inform land use, transportation and stormwater planning that improve the health of the Puget Sound. Staff also described funding opportunities for projects and activities that support the Puget Sound recovery. To find more resources about restoring the health of Puget Sound, view PSRC's [guidance on Integrating Stormwater Solutions into Comprehensive Plans](#) developed to support recovery through comprehensive planning. [View video](#) and [presentation](#).

For additional information, please contact Erika Harris, AICP, Senior Planner, at eharris@psrc.org or 206-464-6360.

Zoning for Early Childhood Education

Barbara Rosen, a consultant for Enterprise Community Partners, and Maria Tobin, representing the South Sound Military and Communities Partnership provided the board with information about barriers to developing early childhood education facilities. Costs for land and building across the region are escalating, making the siting and development of early childhood care facilities challenging. Lack of access to early childhood care can lead to increased congestion, higher costs, and more time wasted. Enterprise Community Partners and South Sound Military and Communities Partnership explore how land use regulations may create unintended barriers to developing new childcare facilities and how addressing those barriers could improve childcare opportunities for families. [View presentation](#).

For additional information, please contact Paul Inghram, Director of Growth Management, at pinghram@psrc.org, or Barbara Rosen at br@barbararosenconsulting.com.



March 6, 2024

Action Items

The Economic Development District Board elected new officers for the 2024-2026 term, with Councilmember Conrad Lee of the City of Bellevue serving as President, and Pierce County Councilmember Dave Morell as Vice President. The board also ratified the proposed Executive Committee members for the 2024-2025 term. [View video.](#)

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

State Legislative Update

PSRC is continuing to track the work of the Washington State Legislature related to PSRC's priorities of safety, climate and equity. Legislators will pass a supplemental budget and key issues include housing supply, the transportation budget and ferries and climate change.

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

Regional Workforce Development Efforts

The central Puget Sound region's Local Workforce Development Boards (LWDB) provided an update on statewide and regional workforce development initiatives. Local Workforce Development Boards are business-led boards that coordinate and leverage workforce investments and strategies to advance the economic health of their respective communities. One of the development initiatives LWDB is currently

working on is the Economic Security for All (EcSA), an initiative for building and testing locally developed approaches for streamlining access to existing services and benefits, helping low-income families move out of poverty. The first round of EcSA funding resulted in four communities building a comprehensive poverty reduction model that will help 895 families move permanently out of poverty over the next 2.5 years. [View presentation.](#)

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

Greater Seattle Partners

Brain Surrat, President and Chief Executive Officer, and Rebecca Lovell, Chief Operating Officer of Greater Seattle Partners (GSP), a public-private partnership that leads regional economic development through global business attraction, site selection and promoting investment and trade opportunities in the region, provided an update on recent and planned work for 2024. GSP's work is centered on jobs, talent and community and helps local companies looking for data analytics and research that showcases the region about the region, and outside companies or institutions considering Greater Seattle for a new location. GSP also forges international business connections through missions, which provides opportunities for diverse groups of regional leaders and representatives to strategically promote and grow the Greater Seattle region. [View presentation.](#)

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



Puget Sound Regional Council

MINUTES

**Puget Sound Regional Council Executive Board
Thursday, February 22, 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

There were no communications or public comments received.

PRESIDENT'S REMARKS

President Becky Erickson acknowledged the following new members.

- Councilmember Jennifer Chamberlin alternate for City of Bremerton
- Councilmember Scott Bader alternate for City of Everett
- Welcomed back Commissioner Cary Bozeman as alternate for the Port of Bremerton
- Welcomed back Mayor Victoria Woodards as alternate for City of Tacoma

President Erickson stated that in March 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 on May 30, 2024.

President Erickson reported that she is working with Vice President Dave Somers to finalize the 2024 performance goals for PSRC Executive Director Josh Brown. In March, board members will receive an email forwarding the goals. She remarked, "these goals will be used to evaluate Josh's performance during his next annual performance review in December of 2024."

COMMITTEE REPORTS

Vice President Dave Somers, Chair, Operations Committee, reported that at today's Operations Committee meeting, the committee recommended approval of vouchers dated January 2, 2024, through February 5, 2024, in the Amount of \$807,877.84. The committee also recommended contract authority for Waterfront Place Office repair (PSRC's old office) & restoration and approval for contract authority for the 2024 General Assembly.

Vice President Somers reported that the State Auditor's Office is concluding their annual audit of PSRC and the Economic Development District, and the Exit Conference will be held on March 7.

He also reported that a number of jurisdictions have been stopping by PSRC's old offices to take some surplus equipment and furniture, which will reduce the actual costs of the Waterfront Place office restoration efforts. He thanked Councilmember Merrill for suggesting PSRC do some outreach and a great job to a number of jurisdictions on reusing the items PSRC couldn't find room for at its new offices.

CONSENT AGENDA

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

- 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**

The motion passed unanimously.

DISCUSSION ITEMS

Regional Transportation Plan Dashboard

Craig Helmann, PSRC Director of Data, highlighted prior year data trends and shared the updated Regional Transportation Plan (RTP) performance dashboard.

The RTP calls for PSRC to identify and report on performance measures related to key aspects of VISION 2050 and the RTP. The RTP identifies numerous implementation

items that call for new and continued work to be done by PSRC, local agencies and other regional and state partners. The dashboard provides an annual report of 2023 RTP Dashboard trends highlighting key changes related to safety, climate and travel and growth needs. Key metrics include changes in vehicle miles traveled, serious and fatal collisions, transit use, commute trends and zero-emission vehicle registrations.

Regional Transportation Plan (2026-2050) Development Process

Kelly McGourty, PSRC Director of Transportation Planning, provided an overview of the current Regional Transportation Plan (RTP), and briefed the board on the schedule and work program for developing the next RTP.

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 are 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, six key policy focus areas were identified for the plan: access to transit, safety, climate, equity, local agency needs and forward-thinking future investments.

The board will continue to receive project overviews and updates as this work progresses.

Regional Centers Monitoring Scope of Work

Maggie Moore, PSRC Senior Planner, briefed the board on the Regional Centers Monitoring scope of work. 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. 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.

INFORMATION ITEMS

The following items were included in the agenda packet as information:

- Save the Date for PSRC’s Annual General Assembly, May 30, 2024, 9:30 a.m. – 1:00 p.m. Location TBA
- VISION 2050 Awards – Call for Nominations 2024
- Fund Our Ferries support letter and one-pager

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The next meeting will be on Thursday, March 28, 2024, from 10:00 – 12:00 a.m.

ADJOURN

The meeting adjourned at 11:56 a.m.

Adopted this 28th day of March 2024.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:

- A. Executive Board Attendance, February 22, 2024

Executive Board Meeting - Updated February 20, 2024

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



Puget Sound Regional Council

March 21, 2024

CONSENT AGENDA

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Vouchers Dated February 12, 2024, through March 4, 2024, in the Amount of \$793,089.06**

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>
02/12/24 - 03/04/24	AP Vouchers	\$ 391,705.27
02/15/24 - 02/29/24	Payroll	\$ 401,383.79
		<hr/>
		\$ 793,089.06

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



Puget Sound Regional Council

March 21, 2024

CONSENT AGENDA

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 March 14, 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 is one redistribution request from King County Metro for modifications to PSRC's FTA funds. The request has been reviewed and recommended for approval by PSRC's Transportation Operators Committee and is detailed in Consent Agenda action item 5d.

Federal and State Fund Source Descriptions

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

5337 HIFG FTA State of Good Repair Program

CWA State Connecting Washington Account

MVA State funds from the motor vehicle account.

NHPP Provides support for the condition and performance of the National Highway System (NHS)

STBG Surface Transportation Block Grant provides funding for state highway system preservation and interstate reconstruction

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

ATTACHMENT

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

Month: March

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	UPWP	Other Amend
1. King County Department of Transportation (Transit)	Pier 48 Gangway Replacement	\$4,805,000	Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project redistributing funds from MET-244: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 adding Other phase for replacement of the Pier 48 gangway and related facility utility connections that provides access to Metro's floating water taxi maintenance facility.	\$20,940	Local				
		\$4,825,940	Total				
2. North Bend	South Fork Extension Bypass	\$4,972,246	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Existing project adding a right-of-way phase for a two-lane arterial road extension from South Fork Avenue SW to West North Bend Way with a multi-use path on one side and updating scope to add a new roundabout at North Bend Way.	\$4,972,246	Total				
3. Sumner	Fryar Avenue Shared Use Trail	\$4,972,246	State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Existing project adding funds to right-of-way and programming a construction phase for a shared use path with pedestrian and bicycle amenities, completing the Sumner Link Trail.	\$4,972,246	Total				
4. Tukwila	Interurban Avenue S Overlay	\$4,958,000	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming preliminary engineering and construction phases for pavement repairs, overlay, and curb and gutter repair between East Marginal Way S and S 143rd Street.	\$4,958,000	Total				
5. Tukwila	Boeing Access Road Overlay	\$3,990,000	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming preliminary engineering and construction phases to grind and overlay roadway, and replace concrete overlay of bridge deck over BNSF railway, between East Marginal Way S and Martin Luther King Jr Way S.	\$3,990,000	Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	Other	UPWP Amend	
6. WSDOT Northwest Region	SR 92/Pilchuck River - Chronic Environmental Deficiency Existing project programming a new right-of-way phase and adding funds to the construction phase to install roughened rock and large logs on the slope of an eroding bank. The project will repair failed work under a prior project (WDNW-1001: SR 92/Pilchuck River - Chronic Environmental Deficiency).	\$2,500,522	Federal STBG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$77,777	MVA				
		\$2,578,299	Total				
7. WSDOT Olympic Region	SR 166/Ross Creek - Remove Fish Barrier New project programming preliminary engineering, right-of-way, and construction phases to replace the existing drainage structure with a fish passable structure and add a buffered shared use path over the structure.	\$16,102,925	CWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$16,102,925	Total				



Puget Sound Regional Council

March 21, 2024

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Recommend a Change in Regional Transportation Plan Project Status for the City of Tacoma’s Water Ditch Trail Phase 3 Project**

IN BRIEF

The City of Tacoma has submitted a request to change the status of the Water Ditch Trail Phase 3 Project from “Candidate” to “Approved.” Per PSRC’s adopted procedures, requests to change a project status require board action. At its meeting on March 14, the Transportation Policy Board recommended that the Executive Board authorize changing the status of the project as requested.

RECOMMENDED ACTION

The Executive Board should authorize a change in project status for the City of Tacoma’s Water Ditch Trail Phase 3 Project from “Candidate” to “Approved.”

DISCUSSION

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

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

This project will remove one eastbound vehicle lane on South Tacoma Way and construct a shared use path on the north side of South Tacoma Way between South Pine Street and South M Street. The project will include sidewalk improvements, ADA amenities, access to existing Pierce Transit service and illumination.

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

Table 1: Project Details and Review Criteria

Review Criteria	Water Ditch Trail Phase 3 Project
Total Project Cost	\$11,471,000
Consistency with Regional Policies	This project is consistent with regional policy.
Benefit-Cost Analysis	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.
Environmental Documentation	NEPA Categorical Exclusion (CE) was issued April 2022.
Other Planning Requirements	N/A
Financial Feasibility	The project is fully funded with \$5,590,491 of federal funds and \$5,880,509 of local funds for a total project cost of \$11,471,000 in 2023 year of expenditure dollars.
Air Quality Conformity	Approving this project will not change the region’s air quality conformity determination.

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



Puget Sound Regional Council

March 21, 2024

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approve PSRC FTA Funding for King County Metro’s Pier 48 Gangway Replacement Project**

IN BRIEF

King County Metro requests a redistribution of \$4,805,000 in PSRC’s 2024 Federal Transit Administration (FTA) funds from an existing project to the new “Pier 48 Gangway Replacement” project. On February 5, 2024, PSRC released the recommended project for public review. Four comments have been received as of March 4, 2024. At its meeting March 14, the Transportation Policy Board recommended Executive Board approval of the redistribution of funds for the project.

RECOMMENDED ACTION

The Executive Board should approve the redistribution of 2024 FTA funds to the new King County Metro “Pier 48 Gangway Replacement” project.

DISCUSSION

King County Metro requests a redistribution of \$4,805,000 in 2024 FTA funding from its existing “Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024” project to the new “Pier 48 Gangway Replacement” project. After these funds are redistributed, the “Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022” project will be closed out. The new “Pier 48 Gangway Replacement” project will use the funds to replace the gangway and related facility utility connections that provide access to Metro's floating water taxi maintenance facility.

These modifications were found to be consistent with PSRC's project tracking policies and presented to the board on February 8, 2024. Since it is a new project, the "Pier 48 Gangway Replacement" project was released for public review on February 5, 2024.

Four comments have been received as of the close of the public comment period on March 4, 2024, and are included in Attachment A along with staff responses.

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

ATTACHMENT

A. New King County Metro Project - Public Comments Received

ATTACHMENT A: NEW KING COUNTY METRO PROJECT - PUBLIC COMMENTS RECEIVED

Reflecting all comments received during the public comment period which ended March 4, 2024

Note: PSRC responds to every comment, and where appropriate forwards the comment to any affected jurisdictions.

Comment 1:

As someone who rides the Water Taxi when I can in Seattle, I endorse this project. We need the Water Taxi to work to connect to all of King County and especially West Seattle.

Joe Kunzler

PSRC RESPONSE:

Thank you for your comment related to King County Metro's new Pier 48 Gangway Replacement project recommended to receive PSRC's Federal Transit Administration funds. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board, as well as to King County Metro.

Comment 2:

I whole-heartedly support the distribution of funds to King County Metro's water taxi for these important upgrade needs. The water taxi is a valuable and very necessary component to the Sound's transit options. Not to mention, their crews are genuine local heroes! Please ensure this transit option is sustained for a long time to come.

Cathy Jimenez

PSRC RESPONSE:

Thank you for your comment related to King County Metro's new Pier 48 Gangway Replacement project recommended to receive PSRC's Federal Transit Administration funds. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board, as well as to King County Metro.

Comment 3:

Ensure ebikes and touring bikes can use taxi AND get all electric fleet now. Stop discrimination of all modes of traveling people now. Use electronics to tell travels which lane to board vs bored people waving cars and walkers on.

Shelly Bowman

PSRC RESPONSE:

Thank you for your comment related to King County Metro's new Pier 48 Gangway Replacement project recommended to receive PSRC's Federal Transit Administration funds. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board, as well as to King County Metro.

Comment 4:

Why not invest in Kitsap Transit and their Fast Ferry service? They are looking for docking property on the Seattle waterfront? They share King County Ferry space now but to improve and expand fast ferry service will take more than the taxpayers of Kitsap County can afford. Where is Olympia and the PSRC's investment in the Kitsap Transit fast ferry system?

Roger Gay

PSRC RESPONSE:

Thank you for your comment related to King County Metro's new Pier 48 Gangway Replacement project recommended to receive PSRC's Federal Transit Administration funds. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Regarding your specific concern about funding for Kitsap Transit, please be aware that this funding recommendation was only for one project receiving funds redistributed from another King County Metro project. The current [Regional Transportation Improvement Program](#) includes several Kitsap Transit projects, including projects to support maintenance and expansion of Kitsap Transit's fast ferry system. You will be pleased to know that Kitsap Transit was recently awarded \$4.2 million in funding for preventive maintenance and capital expansion of Kitsap Transit's passenger only ferry system from [PSRC's Federal Transit Administration](#) funding.



Puget Sound Regional Council

March 21, 2024

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approve Updates to PSRC's Project Tracking Policies**

IN BRIEF

PSRC's adopted project tracking policies are designed to ensure the timely use of PSRC's federal funds and to increase the delivery of transportation investments that support the region's long-range plans. The Executive Board has recently approved revisions to the policies for PSRC's Federal Highway Administration (FHWA) funds. The policies also address requirements for PSRC's Federal Transit Administration (FTA) funds. To reflect nuances related to the new Equity Formula distribution for PSRC's FTA funds, the Transportation Operators Committee (TOC) is recommending revisions to the policies to allow additional flexibility under certain conditions. At its meeting on March 14, the Transportation Policy Board recommended approval of the revisions.

RECOMMENDED ACTION

The Executive Board should approve the revisions to PSRC's project tracking policies as described in this memo.

DISCUSSION

Within the Seattle-Tacoma-Everett Urbanized Area (UZA), approximately 86% of the FTA funds allocated by federal formula are based on the service and operating characteristics of the nine transit agencies in the UZA. Per adopted regional policy, this portion of the funds is distributed to each public transit agency based on their earnings, called the "earned share" distribution. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density, called the "regional" distribution. As of 2023 these regional funds are now distributed via the

Equity Formula, which is a focused and intentional methodology that looks at all transit services being provided to the region’s equity focus populations and distributes funds accordingly.

PSRC’s adopted [Project Tracking Policies](#) are designed to ensure the timely use of PSRC’s federal funds and to increase the delivery of transportation investments that support the region’s long-range plans. Because Equity Formula funds are sourced from the regional portion of PSRC’s FTA funds, and based on the original purpose and intent of this distribution process as determined by PSRC’s boards, projects with these funds will follow the established project tracking policies distinct to the FTA Regional funds, which require greater accountability and expectations than the rules for FTA Earned Share funds.

However, given the unique nature of this new distribution process, PSRC worked with the TOC to review the policies and identify any appropriate revisions specific to the Equity Formula funds that may allow additional flexibility. The table below summarizes the recommended revisions to the project tracking policies for the Equity Formula funds. These revisions allow for a limited set of exceptions to be evaluated on a case-by-case basis. Requests for exceptions will first be reviewed by PSRC and recommended by the TOC to the Transportation Policy Board. The Transportation Policy Board will then recommend final approval by the Executive Board.

Adopted Policy	<i>Proposed Exception</i>
Equity Formula funds may not be awarded to phases that have already been awarded PSRC’s federal funds. Additional funds to a previously awarded phase would only be considered if the funds will implement new or additional scope beyond the original award.	<i>Exceptions to this may be considered to add Equity Formula funds to previously funded project phases if it will allow the project to be delivered faster or more efficiently, such as by accelerating the project schedule, reducing project costs, etc., and delivering project benefits to equity focus populations sooner.</i>
Regional FTA funds are considered delayed if they have not been transmitted in an FTA grant application by six months after their estimated obligation date. PSRC staff will consult with the TOC and FTA to determine if an extension is warranted based on whether the delay is considered “reasonable,” defined as delays due to factors outside of the sponsor’s control.	<i>Exceptions to this may include project delays due to feedback provided through community outreach.</i>

Adopted Policy	Proposed Exception
<p>Once Equity Formula funds are awarded, funds cannot be moved between projects; funds cannot be moved between phases within a project; and the scope of projects as originally awarded may not be substantively changed.</p>	<p><i>Exceptions to these rules may be considered on a case-by-case basis, and in general must demonstrate a compelling need for the deviation, including circumstances by which projects may be delivered faster or revisions needed due to community outreach with affected equity focus populations.</i></p>
<p>Transit agencies may receive additional Equity Formula funds due to an increase in the Regional portion of funds as part of the FTA annual adjustments process, or from a project returning Regional funds. Agencies will use the additional funds for new Equity Formula projects or for additional work on existing Equity Formula projects.</p>	<p><i>In some instances, transit agencies may receive modest amounts of additional funds that they are unable to utilize to fully fund a new project phase. In these cases, an exception could be considered to allow the agencies to instead increase the federal share of an existing Equity Formula project.</i></p>

At its meeting on February 28, 2024, the TOC reviewed and recommended the proposed revisions to the Project Tracking Policies to the Transportation Policy Board.

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



Puget Sound Regional Council

March 21, 2024

CONSENT AGENDA

To: Executive Board
From: Mayor Dana Ralph, Chair, Transportation Policy Board
Subject: **Approve 2024 Project Tracking and Supplemental Funding Action**

IN BRIEF

A requirement to meet an annual delivery target for PSRC’s Federal Highway Administration (FHWA) funds has been in place since 2013. PSRC’s adopted project tracking policies identify the procedures to be followed when there is a risk the target will not be met, including the development of a supplemental funding action. Information provided by project sponsors to date indicates that there will be a gap to the 2024 delivery target and a supplemental funding action required.

Per the recently revised PSRC Project Tracking Policies, early action on increasing the federal share of previously awarded projects is being requested in order to streamline the processing and approval timeframes and expedite use of the funding to help meet the region’s delivery target. Additional actions may be required in April, as staff finalizes all relevant project data.

RECOMMENDED ACTION

The Executive Board should approve a supplemental funding action to increase the federal shares for projects awarded PSRC’s 2024 FHWA funds, up to the amounts identified in Attachment A.

DISCUSSION

PSRC has been monitoring the progress of projects awarded PSRC’s federal funds through a project tracking system first implemented in 2000. The adopted [project tracking policies](#) are designed to ensure the timely use of PSRC funds and to increase

the delivery of transportation investments that support the region's long-range plans. The project tracking program has evolved over the years to ensure the successful delivery of projects by addressing issues of delayed projects and the potential risk of losing unused funding. This evolution has included responding to the annual delivery target requirement begun in 2013 for all regions of the state. Regions must meet their delivery target for each year's FHWA funds or risk losing the unused portion of funds to other parts of the state.

To recognize the increased emphasis on project delivery, PSRC's project tracking policies provide a firm obligation deadline of June 1 of each year, with the possibility of a one-time extension to the next federal fiscal year. In addition, the policies include the prioritized strategies listed below that are implemented when there are not enough projects able to deliver in a given year, and additional measures need to be taken in order to meet the required annual delivery target. These policies and procedures were updated by the board in December 2023.

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

Preliminary Estimate of 2024 Delivery Gap

Per PSRC's project tracking policies, extension requests for projects with 2024 delivery were due on February 15, and are currently under review by PSRC, Washington Department of Transportation (WSDOT), and the chairs of the Regional Project Evaluation Committee (RPEC) and the countywide forums. Request for board action on the one-year extension requests will occur in April. These extensions create a substantial gap to achieving the current year delivery target. In addition, several projects have returned PSRC funding, either due to project cancellations, cost savings or other reasons.

PSRC has begun the rebalancing process based on the strategies above, including identifying projects with later years' funding that can advance to 2024 and researching projects that may be eligible for an exchange. Based upon the information available to date, the estimated gap to the 2024 delivery target is close to \$40 million, and a supplemental funding action to increase the federal share of awarded projects is required.

At its March 14 meeting, The Transportation Policy Board recommended approval of a supplemental funding action to increase the federal shares of projects awarded 2024 funds, up to the amount per project as summarized in Attachment A. Early action is being requested in order to streamline the processing and approval timeframes and

expedite the use of these funds in order to support the 2024 delivery target. An equal amount of funding is applied to all projects based on the total amount necessary to fill the delivery gap. The amount per project can be no more than the maximum federal share allowable, and once a project has reached this maximum any remaining funds will be uniformly distributed to the other projects that still have capacity to accept additional federal funds, until the total additional funds have been awarded. This methodology is reflected in the amounts per project identified in Attachment A.

While these figures are draft, staff expects this supplemental funding action to be adequate to achieve the 2024 delivery target. However, there are still factors that may impact the final need, including any additional return of funds and the outcome of the federal appropriation bill and subsequent final funding allocations. Staff will return to the board in April with the list of extensions to be approved and the final increased amounts to the list of projects in Attachment A, as well as any further delivery needs that may be required.

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

ATTACHMENT

A. Increased Federal Shares for PSRC Funded Projects with 2024 Delivery

ATTACHMENT A: Increased Federal Shares for PSRC Funded Projects with 2024 Delivery

Sponsor	Project Title	Original PSRC Award	Recommended Increase March 2024
Arlington	Smokey Point Blvd & 188th St Roundabout	\$ 2,080,000	\$ 411,696
Arlington	74th Ave Trail	\$ 525,000	\$ 44,693
Auburn	C Street SW Preservation	\$ 1,118,272	\$ 1,798,688
Auburn	East Valley Highway Widening	\$ 1,050,000	\$ 161,000
Bothell	NE 160th St. Overlay	\$ 625,000	\$ 365,425
Bothell	NE 195th ST Overlay	\$ 970,000	\$ 517,800
Bothell	102nd Ave NE Downtown Access Improvements Project	\$ 900,000	\$ 700,000
Bremerton	6th Street Preservation Phase 3, Naval Ave to Warren Ave	\$ 1,572,838	\$ 58,393
Bremerton	SR 303 Adaptive Signals (Sheridan to Riddell)	\$ 1,600,000	\$ 67,348
Community Transit	Swift BRT TDM Expansion	\$ 1,000,000	\$ 297,500
Edmonds	Main St. Overlay from 6th Ave. to 8th Ave.	\$ 624,800	\$ 50,765
Everett	Fulton Street Bicycle Pedestrian Corridor	\$ 700,000	\$ 121,750
King County	On-Demand Feeder-to-Fixed Route Connections to Transit Program	\$ 3,000,000	\$ 243,750
Kitsap County	Fairgrounds Road Sidewalk Improvements	\$ 2,300,000	\$ 31,375
Kitsap Transit	West Bremerton Hydrogen Fueling/ Transit Center Park & Ride	\$ 3,637,531	\$ 622,000
Lake Stevens	Main Street Improvements Project	\$ 1,959,620	\$ 2,481,723
Lakewood	Steilacoom Blvd. SW Improvements: 83rd Av. SW to Weller Rd. SW	\$ 1,500,000	\$ 763,705
Marysville	53rd and 61st Intersection and Shared-Use Path Improvements	\$ 655,419	\$ 898,200
Mountlake Terrace	Veterans Memorial Park Trail Light Rail Access	\$ 1,117,000	\$ 409,725
Mukilteo	47th Place West Pavement Preservation	\$ 627,119	\$ 653,081
Newcastle	2024 Newcastle Pavement Overlay Program	\$ 600,000	\$ 442,325
North Bend	McClellan Street Improvements	\$ 707,491	\$ 394,231
Pierce County	Patterson Rd E - Culvert Replacement - 212 Av E (MP 0.10 to 0.20)	\$ 560,000	\$ 333,000
Pierce County	112th Street E	\$ 2,500,000	\$ 1,299,945
Pierce County	138th Street S Improvements	\$ 524,000	\$ 100,530
Port of Everett	SR529/W Marine View Dr. Bulkhead	\$ 1,500,000	\$ 346,700
Poulsbo	Noll Road North Segment 3B	\$ 1,800,000	\$ 350,000
Puyallup	Valley Ave NW Overlay - Phase 1 & 2	\$ 578,000	\$ 575,865
Puyallup	Shaw Road Widening, Phase 4A , 25th to 20th Ave Ct E	\$ 580,000	\$ 458,000
Redmond	156th Avenue Shared Use Path	\$ 700,000	\$ 70,715
Renton	South 7th Street Corridor Improvements	\$ 1,450,000	\$ 219,020
Seattle	Transportation Demand Management and Wayfinding Expansion	\$ 1,210,000	\$ 6,029
Seattle	Alaskan Way Protected Bike Lane	\$ 2,000,000	\$ 1,757,242
Seattle	Georgetown to Downtown Protected Bike Lane	\$ 2,370,000	\$ 2,605,072
Seattle	Denny Way Preservation	\$ 1,450,000	\$ 2,442,500
Seattle	Beacon Ave S and 15th Ave S Safety	\$ 1,090,000	\$ 4,931,002
Snohomish County	Interurban Trail Improvements: 167th Pl SW to 160 St SW	\$ 255,000	\$ 8,825
Tacoma	Water Ditch Trail Phase IIIA	\$ 2,273,631	\$ 1,744,325
Tacoma	Water Ditch Trail Phase IIIB	\$ 3,316,860	\$ 934,080
University Place	35th Street Phase 2	\$ 2,125,000	\$ 37,500
WSDOT	SR 99/SR 516 to S 200th St - Paving & ADA Compliance	\$ 1,000,000	\$ 4,356,226
WSDOT	SR 900/57th Ave S to S 135th St - Pedestrian Improvements	\$ 1,823,725	\$ 957,250
WSDOT	SR 167/I-5 to SR 161 - Stage 2	\$ 1,900,000	\$ 4,931,002
		Total	\$ 40,000,000

These projects have capacity to accept additional federal funds if necessary for the region to achieve the delivery target.



Puget Sound Regional Council

March 21, 2024

DISCUSSION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Washington State Ferries Presentation**

IN BRIEF

At the March 28 meeting, newly appointed [Washington State Ferries Assistant Secretary Steve Nevey](#), will join the Executive Board to introduce himself, discuss priorities and provide perspective on recent ferry investments during the legislative session. Assistant Secretary Nevey was most recently the Director of Marine Operations at Washinton State Ferries and worked on development of programs to address ongoing staff shortages.

PSRC convened a group of local elected officials throughout the 2024 legislative session to take collective action to ensure both capital and operations for ferries were prioritized in the Supplemental Transportation Budget. A [support letter signed by 49 local elected leaders](#) was submitted to Senate and House Transportation Committee leadership. You can find more information about funding for ferries in the 2024 Supplemental Transportation Budget [here](#).

For more information, please contact Robin Koskey, Director of Government Relations and Communications, at 206-971-3602 or rkoskey@psrc.org.



Puget Sound Regional Council

March 21, 2024

DISCUSSION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: Legislative Briefing

DISCUSSION

Robin Koskey, Director of Government Relations and Communications, will provide an update on policy and budget outcomes of the 60-day 2024 Legislative Session that ended on March 7, 2024. Legislators passed supplemental operating, capital and transportation budgets with key investments made in affordable housing, behavioral health and addressing the opioid crisis, ferries, transportation projects and tackling climate change.

PSRC Budget summaries:

- [Funding for Washington State Ferries](#)
- [State Legislative Update: Supplemental Transportation Budget](#)
- [State Legislative Update: Housing](#)

For more information, please contact Robin Koskey, Director of Government Relations and Communications, at 206-971-3602 or rkoskey@psrc.org.



Puget Sound Regional Council

March 21, 2024

DISCUSSION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Climate Work Summary and Future Planning**

IN BRIEF

Since adoption of the Regional Transportation Plan (RTP) in 2022, several significant climate work elements have been either completed or are underway. At the meeting on March 28, staff will provide a briefing on these projects and the schedule of activities through development of the next RTP.

DISCUSSION

Since 2010 PSRC has had an adopted Four-Part Greenhouse Gas Strategy that addresses land use, transportation choices, pricing and technology. A climate analysis is conducted for the horizon year of the Regional Transportation Plan (RTP), which for the current plan is 2050. The current RTP further called for PSRC to develop an interim year transportation network and conduct a 2030 analysis, and to continue to work with partner agencies including the Puget Sound Clean Air Agency to develop a climate implementation strategy for achieving the region's climate goals and to monitor progress.

Prior to adoption of the current RTP, a partnership project was undertaken to develop a new regional greenhouse gas inventory. Led by King County, the Puget Sound Regional Emissions Analysis Project included partners from PSRC, the Puget Sound Clean Air Agency, all four counties, the City of Seattle and Seattle City Light. Completed in 2022, the project provided a comprehensive and consistent suite of greenhouse gas emissions data across all four counties and included a forecast analysis tool to customize scenarios across all emission sources.

PSRC's 2030 climate analysis work was conducted between October 2022 and January 2023. The analysis identified progress towards the region's 2030 climate goals and included various sensitivity tests to analyze potential impacts of additional strategies within the framework of the Four-Part Greenhouse Gas Strategy. These levers included various road usage charge scenarios, acceleration of high-capacity transit expansions, additional transit service, adjustments to roadway capacity expansion, percentages of electric vehicles and work from home levels.

At the conclusion of the analysis, PSRC convened an expert panel to review the modeling assumptions and results and provide recommendations for future work. The panel met twice in the fall of 2023 and was comprised of experts from the following national and local agencies and organizations: Federal Highway Administration; Washington State Department of Ecology; Puget Sound Clean Air Agency; King County Metro; Climate Solutions; Chicago Metropolitan Agency for Planning; and the Metropolitan Washington Council of Governments. The panel confirmed that PSRC's analysis and methodologies are consistent with similar work their agencies have performed.

In 2023, PSRC also launched an update to the technical project-level emissions estimation tool used in PSRC's project selection process and to report to state and federal agencies on estimated emission reductions from funded projects. This tool is based on national and regional research and data and has been updated to reflect current research and state of the practice, including the incorporation of "induced demand" from capacity expansions on highways and major arterials. The update has been completed in time for use in the 2024 project selection process.

In the spring of 2023, the U.S. Environmental Protection Agency (EPA) released the Climate Pollution Reduction Grants Program (CPRG). The CPRG program provided funds to states and large urban areas to develop near- and long-term climate action plans. The Puget Sound Clean Air Agency (PSCAA) is leading the planning efforts on behalf of the region, in collaboration with PSRC, the four counties and several cities. The near-term Priority Climate Action Plan was submitted to EPA on March 1, 2024. The Comprehensive Climate Action Plan is due in the summer of 2025 and a work program is soon to be developed. More information may be found on PSCAA's [website](#).

In addition, the CPRG program is providing \$4.6 billion in competitive grants for climate implementation activities. The state and partners across the region are coordinating on a set of strategic applications to this grant program, which are due on April 1, 2024. More information on the grant applications is provided in the attachments.

At the March 28 meeting, staff will brief the board on these various past and present climate activities and how and when they will inform development of the next RTP.

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

Attachments

- A. Final Draft CPRG Phase 2 Projects – Regional Transportation Electrification Proposal
- B. State and Regional CPRG Phase 2 Applications

**FINAL DRAFT CPRG PHASE 2 PROJECTS - REGIONAL TRANSPORTATION
ELECTRIFICATION PROPOSAL**

TRANSIT AGENCIES		
AGENCY	Project Scope	CPRG Request
Community Transit	7 Battery Electric Buses (BEBs)	\$9,500,000
Everett Transit	Install 2 inductive chargers at Everett Station for transit use	\$3,000,000
King County Metro	30 BEBs and 18 chargers	\$46,300,000
Kitsap Transit	Electric passenger only ferry shore-side charging Infrastructure for Bremerton and Port Orchard docks	\$4,300,000
Pierce Transit	7 BEBs, Rideshare charging, 2 depot chargers, 1 Gantry, transformer and switching gear	\$18,000,000
Sound Transit	24 BEBs and charging infrastructure for Stride BRT and ST Express services (includes solar panels and low albedo concrete at Bus Bay North)	\$33,000,000
Subtotal:		\$114,100,000
PORTS		
AGENCY	Project Scope	CPRG Request
Port of Everett	Electric vehicle charging stations for marina operations fleet and electric public buses - supporting 2 trucks, 2 work vans, 2 shuttles and 1 SUV	\$800,000
Northwest Seaport Alliance	Zero Emission Truck incentive Program - incentivize the replacement of 80 class 8 diesel drayage trucks	\$32,000,000
	Zero Emissions Cargo Handling Equipment Incentive Program - incentivize the replacement of 50 diesel yard tractors	\$20,000,000
Port of Seattle	Medium-duty and non-road zero emissions program (PortZIP) to deploy 62 electrified vehicles and equipment assets operating on Port airport and maritime properties, including non-road construction equipment, airfield buses, class 5 trucks, sweepers, mobile charging units and specialized airfield equipment.	\$29,480,000
Subtotal:		\$82,280,000
COMMUNITY CHARGING		
AGENCY	Project Scope	CPRG Request
Pierce County	Pilot program for multifamily and community charging infrastructure; 3-5 sites per year for 4 years, for a total of 30-45 ports.	\$1,700,000
SUBRECIPIENTS TOTAL:		\$198,080,000
PSRC	Staff and contract support for grant administration, billing/reimbursement, subrecipient monitoring & reporting. Includes consultant support for Community Outreach and Engagement.	\$1,900,000
CPRG GRANT REQUEST GRAND TOTAL:		\$199,980,000

Attachment B

State and Regional CPRG Phase 2 Applications

Tier A (\$500M)* State	Tier B (\$200M)* PSRC	Tier C (\$100M)* State	Tier D (\$50M)* King County
<ul style="list-style-type: none">• Complete streets• Marine vessel electrification• Green transportation• Drayage scrap and replace• Refrigerants / HFCs• Food / organics waste reduction	<ul style="list-style-type: none">• Regional transit electrification• Port and airport electrification• Equitable public EV charging - Pierce County pilot program	<ul style="list-style-type: none">• Aggregated statewide projects - tribal energy sovereignty, decarbonizing campus energy systems and others	<ul style="list-style-type: none">• Commercial / municipal building electrification• Single- and multifamily dwelling electrification• Circular economy

* Phase 2 applications are still under development and may change prior to the April 1 submittal deadline



Puget Sound Regional Council

March 21, 2024

INFORMATION ITEM

To: Executive Board

From: Josh Brown, Executive Director

Subject: Fiscal Year 2023 Audit Results for Puget Sound Regional Council and the Central Puget Sound Economic Development District

IN BRIEF

On March 7, 2024, the State Auditor's Office (SAO) held their annual exit conference via Zoom.

DISCUSSION

At the exit conference, the SAO presented the results of their audit of both PSRC and CPSEDD. Both PSRC and CPSEDD had clean audits with no findings, management letters or exit items to report.

Audit reports, including financials, will be published the week of March 25, 2024 on the SAO website at: www.sao.wa.gov.

For more information, please contact Lili Mayer at 206-971-3268 or LMayer@psrc.org.



Puget Sound Regional Council

March 21, 2024

INFORMATION ITEM

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

PSRC has 2 new employees:

David Dixon – Associate Planner in Growth Management Planning Division

Olivia Ng – Data Technician in Transportation Planning Division

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



SAVE THE DATE

Puget Sound Regional Council

2024 ANNUAL GENERAL ASSEMBLY

 **May 30, 2024 | 9:30 AM – 1:00 PM**

 **Seattle Convention Center – Summit Building**
900 Pine Street
Seattle, WA 98122

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

Packet pg. 43

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

