



Puget Sound Regional Council

Executive Board

Thursday, December 5, 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

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Attend

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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**
 - Recognition of Outgoing Executive Board Members
- 4. Executive Director's Report**
- 5. Committee Report**
 - a. Operations Committee – *Executive Dave Somers, Vice President*
- 6. Consent Agenda - Action Items (10:15)**
 - a. Approve Minutes of Meeting held October 24, 2024
 - b. Approve Vouchers Dated October 15, 2024, Through November 7, 2024, in the Amount of \$1,388,932.86

- c. Approve Contract Authority for Consultant Services for IT Upgrade Planning and Implementation

7. Action Item (10:20)

- a. Recommendations to the 2025 State Legislature – *Robin Koskey, PSRC*

8. Action Item (10:40)

- a. Regional Transportation Plan (2026-2050) Scope of Work – *Kelly McGourty, PSRC*

9. Discussion Item (11:10)

- a. 2024 Housing Monitoring Update: The State of the Region’s Housing – *Eric Clute and David Dixon, PSRC*

10. Executive Session (11:30)

- a. Executive Session to Review the Performance of the Executive Director Pursuant to RCW 42.30.110(1)(g)

11. Information Items

- a. New Employee Status Report
- b. 2025 Meeting Schedule

12. Other Business

13. Next Meeting:

Thursday, January 23, 2025, 10:00 a.m. – 12:00 p.m.

14. 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.

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November 14, 2024

Regional Transportation Plan (2026-2050) Scope of Work

The Transportation Policy Board reviewed the key elements identified in the draft scope of work for the next Regional Transportation Plan (RTP) to be adopted in May 2026. The draft scope of work is based on VISION 2050 and the policy priorities determined by the board earlier in the year. The board recommended the Executive Board approve the RTP scope of work at their December 5 meeting. [View video](#) and [presentation](#).

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

Revisiting Project Selection Policy Issues

The board reviewed data compiled to support discussion of two topics identified earlier in the year for further exploration: (1) setting a potential scoring threshold below which projects would not be eligible for funding and (2) potentially restricting eligibility of projects that increase general purpose vehicle lane capacity on limited access facilities. A summary of the Regional Project Evaluation Committee deliberation and recommendations on both topics was also reviewed. Based on this information, the board determined that no further action is needed at this time. In future project selection processes, PSRC staff will continue to share details on the outcomes and scope elements of every project, including those adding general purpose lane capacity. [View presentation](#).

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

Regional Transportation Plan (2026-2050) Financial Strategy

Staff provided a summary of feedback provided to date on the RTP financial strategy and a preliminary approach for considering potential new revenue sources in the plan. Results of high-level sensitivity testing were also provided, and the board was asked to provide feedback on any additional sensitivity tests to be conducted in the coming months. [View presentation.](#)

For more information, please contact Kelly McGourty, Director of Transportation Planning, at kmcgourty@psrc.org or 206-971-3601, or Craig Helmann, Director of Data, at chelmann@psrc.org or 206-389-2889.



November 7, 2024

2024 Housing Monitoring Update: The State of the Region's Housing

The [2024 Housing Monitoring Report](#) was presented to the board, which includes data and analysis on the region's housing supply, affordability and production.

The 2024 update shows that residents still struggle to access housing within their housing budget, as most renters are cost burdened. Housing production has increased, with 5,000 units of income-restricted housing developed, but to meet the region's goals, 15,000 units will be needed annually. With comprehensive plan updates, local jurisdictions are planning for housing at all income levels, allowing for different types of middle housing and addressing barriers to housing development.

PSRC's Regional Housing Strategy stems from VISION 2050's plan of meeting the housing and affordability needs of residents in the region. PSRC will continue to track and monitor the region's housing landscape. [View video](#) and [presentation](#).

For additional information, please contact Eric Clute, Associate Planner, at eclute@psrc.org or David Dixon, Associate Planner, at ddixon@psrc.org.

Regional Safety Action Plan Development

The board was briefed on the development of PSRC's Regional Safety Action Plan. PSRC was awarded two planning grants through USDOT's Safe Streets and Roads for All (SS4A) program and started to develop the Regional Safety Action Plan. Throughout the summer and fall, PSRC staff and consultants conducted public outreach, tabling at events, facilitating four regional public meetings and the opening of the RSAP Engagement Hub, which provided information to the public on how they can participate in the development of the plan. The board was presented with key data findings and a preliminary menu of tools and strategies developed for the next steps. The plan is scheduled to be adopted in the spring of 2025. [View presentation.](#)

For additional information, please contact Gary Simonson, Senior Planner, at gsimonson@psrc.org or 206-971-3276.

Transit-Oriented Development Events Recap

The board reviewed this year's Transit-Oriented Development (TOD) event series. This year, PSRC organized two TOOLBOX webinars to highlight work to advance equitable TOD. A session on [Transit Oriented Communities](#) focused on planning around transit to include human-centered considerations like open space, arts and community activation. The [Preventing Commercial Displacement](#) session focused on the work to address the displacement commercial stores experience when neighborhoods change. Both sessions are available on the TOOLBOX series webpage. [View presentation.](#)

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



Puget Sound Regional Council

MINUTES

Puget Sound Regional Council Executive Board
Thursday, October 24, 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. Roll call determined attendance and that a quorum was present.

COMMUNICATIONS AND PUBLIC COMMENT

There were no public comments received.

PRESIDENT'S REMARKS

President Becky Erickson announced that the board will not meet in November and will instead hold its next meeting on December 5. She reminded the board that during the December meeting, they will conduct the annual performance review of Executive Director Josh Brown.

COMMITTEE REPORTS

President Erickson reported that she chaired the Operations Committee meeting this morning on behalf of Executive Somers. At the meeting, the committee recommended approval of vouchers dated August 31, 2024, through September 26, 2024, totaling \$1,285,257.17.

The committee is actively working on the development of the biennial budget and work program. President Erickson noted that the committee reviewed the budget assumptions for FY2026-2027. In December, the committee will review the full draft budget before it is released for review by other PSRC boards.

Additionally, the committee received an overview of PSRC's demographic profile and welcomed new employees.

CONSENT AGENDA

Agenda item 6c: Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP) was removed from the Consent Agenda to allow for further discussion at an upcoming Transportation Policy Board meeting.

ACTION: It was moved and seconded to:

- a. Approve Minutes of Meeting held September 26, 2024
- b. Approve Vouchers Dated August 31, 2024, Through October 7, 2024, in the Amount of \$1,285,257.17
- c. ~~Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)~~

The motion passed unanimously.

AWARD PRESENTATION

PSRC and the Equity Advisory Committee were honored for work on the Equity Pilot Program, which prioritizes equity in regional transportation funding decisions. Director Mike Fong of the Washington State Department of Commerce presented the award to the committee and President Erickson during the meeting.

ACTION ITEM

Adopt the 2025-2028 Regional Transportation Improvement Program

Jennifer Barnes, PSRC Program Manager, briefed the board on the development process for the 2025-2028 Regional Transportation Improvement Program (TIP) and provided an overview of the projects and funding details included in the draft TIP.

The draft TIP was released for public review and comment on September 12, 2024, with the comment period open until October 14. The TIP includes projects approved by the Executive Board in July as part of PSRC's 2024 project selection process, as well as projects anticipated to receive local, state and federal funding during this period. The document also includes a positive air quality conformity finding, details on the project selection process, an equity analysis and other relevant information.

At its meeting on October 10, the Transportation Policy Board recommended the Executive Board adoption of the 2025-2028 Regional TIP.

ACTION: It was moved and seconded (Saka/Strakeljahn) to adopt the 2025-2028 Regional TIP, including the following actions and findings:

A. Compliance with State and Federal Requirements. PSRC finds that the 2025-2028 Regional TIP satisfies all state and federal requirements, including consistency with the Regional Transportation Plan, financial feasibility and a positive finding of air quality conformity. PSRC has also provided reasonable opportunity for public review and considered public comments. Therefore, the 2025-2028 Regional TIP should be

adopted by PSRC and submitted to the state and federal funding agencies for approval.

B. Project Selection – Required for the Federal Highway Administration and Federal Transit Administration Funds Managed by PSRC. PSRC approves project selection for all projects in the 2025-2028 Regional TIP for which PSRC has project selection responsibilities. These include projects with Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG), Congestion Mitigation & Air Quality Improvement Program (CMAQ), Carbon Reduction Program (CRP) funds and Federal Transit Administration (FTA) formula funds.

C. Authorization for Administrative Amendments to the TIP. PSRC staff are authorized to continue to achieve flexibility and efficiency in the administration of PSRC's programming responsibilities. This authorization enables staff to execute administrative approval for reasonable agency requests for routine project and programming amendments to the approved TIP.

The motion passed unanimously.

DISCUSSION ITEMS

Regional Safety Action Plan Development

Gary Simonson, PSRC Senior Planner, and Michael Houston, a consultant with Toole Design, provided the board with an update on the development of the Regional Safety Action Plan (RSAP). Their briefing covered key findings, emphasis areas, proposed tools and strategies, feedback from the engagement process and next steps.

PSRC is developing its first RSAP, as outlined in the Regional Transportation Plan, with nearly \$8 million in funding from two USDOT Safe Streets and Roads for All (SS4A) grants. These funds support the RSAP and provide subawards to 15 local jurisdictions to create tailored roadway safety action plans.

The draft scope of work, shaped by the June 2023 Regional Safety Summit and SS4A requirements, was reviewed by the Executive Board in September 2023. The Toole Design consultant team joined in 2024 to assist in the plan's development. Key components include a data-driven *State of the Region* report, an interactive high-injury network map and public input collected via the RSAP Engagement Hub, launched in August 2024. The RSAP is on track for final adoption in spring 2025.

Regional Transportation Plan (2026-2050) Development Process

Kelly McGourty, PSRC Director of Transportation Planning, briefed the board on the updated schedule for approving the scope of work for developing the next Regional Transportation Plan (RTP). She provided an overview of the current plan's direction, recapped progress since February 2024 and reviewed discussions on priorities and focus areas.

Ms. McGourty outlined the draft scoping approach, emphasizing alignment with VISION 2050's transportation goals and the transit-focused growth strategy. She highlighted key components of the draft scope, including planned performance measures, analyses and the formal SEPA process. Additionally, she reviewed the project timeline, detailing key decision points for the board over the next 18 months.

INFORMATION ITEM

Included in the agenda packet:

- New Employee Status Report
- Flyer for the Governor's Smart Communities Award

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The next meeting will be on Thursday, December 5, 2024, from 10:00 a.m. – 12:00 p.m.

ADJOURN

The meeting was adjourned at 11:56 a.m.

Adopted this 5th day of December 2024.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:

- A. Executive Board Attendance, October 24, 2024

Members and Alternates that participated for all or part of the meeting included:		Present
King County	EXC Dow Constantine	
	CM Claudia Balducci	1
	Vacant Alt	
	Vacant Alt	
Seattle	MYR Bruce Harrell	
	CM Robert Kettle	1
	CM Rob Saka	1
	CM Sara Nelson Alt	
	CM Tammy Morales Alt	
	CM Dan Strauss Alt	
Bellevue	MYR Lynne Robinson	
	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	
Renton	MYR Armondo Pavone	1
	CM James Alberson, Jr. Alt	1
Redmond	MYR Angela Birney	
	CM Vanessa Kritzer Alt	1
Auburn	MYR Nancy Backus	1
	DP MYR Larry Brown Alt	
Other Cities/Towns in King County	MYR Chris Roberts, Shoreline	
	MYR Jeff Wagner, Covington	1
	MYR Jan Molinaro, Enumclaw	1
	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 PRESIDENT	1
	MYR Joe Deets, Bainbridge Island Alt	1
Pierce County	EXC Bruce Dammeier	
	CM Ryan Mello	
	CM Dave Morell Alt	
Tacoma	CM Krstina Walker	
	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, Puyallup Alt	
Snohomish County	EXC Dave Somers VICE PRESIDENT	
	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	1
	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
	MYR Mason Thompson, Bothell Alt	
Port of Bremerton	COMM Axel Strakeljahn	1
	COMM Gary Anderson 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	
	Julie Meredith Alt	1
Washington State Transportation Commission	COMM Nicole Grant	1
	COMM Jim Restucci Alt	



Puget Sound Regional Council

November 25, 2024

CONSENT AGENDA

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Vouchers Dated October 15, 2024, Through November 7, 2024, in the Amount of \$1,388,932.86**

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>
10/15/24 - 11/07/24	AP Vouchers	\$ 606,126.14
09/30/24 - 10/15/24	Payroll	\$ 782,806.72
		\$ 1,388,932.86

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



Puget Sound Regional Council

November 25, 2024

CONSENT AGENDA

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Contract Authority for Consultant Services for IT Upgrade Planning and Implementation**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000. A request is being made to authorize one or more consultant contracts to evaluate PSRC's information technology (IT) infrastructure then plan and implement an electronic document and records management (EDRM) system.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter into one or more contracts for consultant services to provide an assessment of PSRC's IT infrastructure and implementation of an EDRM system. The total budget for consultant(s) is not to exceed \$230,000 over a 3-year period with an option to extend for an additional year.

BUDGET IMPACT

The current adopted Biennial Budget and Work Program includes funding for the first year of this project. Future years funding will be subject to budget approval.

DISCUSSION

In August 2017, PSRC moved from an onsite server to a cloud-based IT infrastructure. PSRC was favorably situated to shift to remote work during the pandemic and it continues to support a flexible work environment. However, PSRC continues to rely on legacy network drives to store digital content. In the absence of a file plan and content

management system, the agency practice has been to keep most electronic records.

The current setup can make collaboration difficult, especially across departments. Also, digital content is created at an increasing speed without controls in place for records management. New staff must rely on institutional knowledge to find files, which may be in duplicate, experiencing frustration with version control and a lack of guidance on where to save files.

Transitioning away from network drives provides an opportunity to analyze, understand and organize unstructured data. PSRC would be in the position to implement a file plan that would streamline the application of retention policies and records requests. Additionally, the agency would benefit from identifying duplicate, redundant, obsolete and trivial data. This content could be dispositioned in accordance with the Washington State Archives retention schedule.

PSRC leverages consulting resources to obtain specialized technical expertise. PSRC would partner with consultants that have experience transitioning local governments to a modern IT infrastructure and EDRM. Their wisdom from other assessments and migrations unique to local government will inform PSRC on best practices that support agency needs.

Technology has evolved with tools like SharePoint Online becoming an industry standard. Many vendors provide enterprise document management systems to capture, manage and distribute electronic content. Consultants with experience working with local governments would advise PSRC on the best platform based on the agency's size, staff needs, business use and compliance requirements.

It is anticipated that the work will be implemented in phases. The first would include a current state assessment and strategic guidance on an updated cloud-based workspace that would incorporate records management. It is expected to take up to three months to conduct and document the current state assessment. The next phase would include implementation and migration to an updated IT infrastructure with on-call consultant support. Migration to a new EDRM system can take between 18-36 months.

Phase One - Current Assessment

The consultant will:

- Discovery: meet with key staff to gather insights on business processes. Assess PSRC's Microsoft 365 environment.
- Provide guidance on solution(s) to manage, categorize, retain and dispose of electronic records. The solution will ensure information integrity, compliance with legal and regulatory requirements and optimized access for stakeholders.

The initial assessment is expected to be completed within the next six months. PSRC

has budgeted \$25,000-30,000. The consultant will document findings in a “roadmap” detailing PSRC’s IT infrastructure, information governance strategies and identify areas for improvement and recommended action steps.

Phase Two – Solution Implementation

- Project planning and management: migration, governance and change management planning
- Solution design, configuration and validation: ensure access controls
- System Administrator training
- Site owner/user training, such as department onboarding
- Testing quality and user acceptance testing
- On-going support

The assessment will allow PSRC to have a better sense of the anticipated timeline and budget for solution implementation. A general estimate is 18-36 months and up to \$200,00 for an implementation of EDRM.

The Washington State Archives [Local Records Grant Program](#) offers grants to support the implementation of technology to improve records management. This project has two phases, with each phase being eligible for grant applications. The alignment of the grant cycle and project timing will determine whether PSRC applies for a grant in either the 2025 or 2026 cycle.

Moving from traditional network drives to an updated IT infrastructure would support agency processes, staff collaboration and take the agency into the next evolution of technology. Avoiding this change would hinder the agency’s ability to stay current and functional, risking poor informational governance across the agency.

For additional information, please contact Nancy Buonanno Grennan, Deputy Executive Director, at nbgrennan@psrc.org.



Puget Sound Regional Council

ACTION ITEM

November 25, 2024

To: Executive Board

From: Josh Brown, Executive Director

Subject: **Recommendations to the 2025 State Legislature**

IN BRIEF

Following direction by the Executive Board, PSRC staff have been working to support the adoption of recommendations to the state legislature in advance of the 2025 legislative session. PSRC staff will brief the Executive Board on the process to adopt legislative priorities and seek adoption of the 2025 Recommendations to the State Legislature.

RECOMMENDED ACTION

Adopt the proposed Recommendations to the 2025 State Legislature.

DISCUSSION

Last year the Executive Board adopted Recommendations to the 2024 Washington State Legislature based on adopted regional plans and policies in the focus areas of Transportation, Housing Choices and Affordability, Climate Change and Economic Development. While these core priorities remain the same for 2025, PSRC staff is recommending revised language in two areas. First, new language reflects the region's focus on improving transportation safety by urging transportation policies and investments to prioritize a Safe Systems Approach to reduce the number of serious injuries and deaths on our roadways. Second, a request to support the establishment of a Housing Research Center to confront the affordability challenges faced in the region is now included.

PSRC staff consulted with the Executive Board, Economic Development District Board, Growth Management Policy Board and Transportation Policy Board on 2025 recommendations to the state legislature in September and October. Staff also briefed the Equity Advisory Committee (EAC) on the recommendations.

Feedback from PSRC boards and the EAC was incorporated into the draft recommendations presented to the Executive Board for consideration today.

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

Attachment:
2025 State Legislative Agenda

Recommendations to the 2025 State Legislature



Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) supports adoption of state legislation that advances solutions to achieve a thriving, racially equitable and sustainable Puget Sound region through leadership, visionary planning, and collaboration.

Keep the Region Moving Safely

VISION 2050 and the Regional Transportation Plan lay out a foundation for completing regional transportation investments and future work to strengthen connections to and between the region's centers. PSRC is drafting a Regional Safety Action plan to help address the troubling increase in deaths and serious injuries on our roadways and to support the Washington State Strategic Highway Safety Plan, Target Zero. We urge transportation policies and investments prioritizing a Safe Systems Approach to eliminate or reduce the severity of crashes in our communities. PSRC supports:

- Sustaining the transportation investments made with Move Ahead Washington and the Climate Commitment Act and exploring stable new revenue sources to address declines in existing revenue, ensure projects of regional significance are built and adequately fund maintenance and preservation.
- Developing an equitable road usage charge (RUC) system through the work of the Washington State Transportation Commission to generate necessary revenue to eventually replace the gas tax, fund the state's long-term transportation needs, including multimodal connections, and introduce revenue flexibility.
- Funding and policies to restore, improve and modernize the Washington State Ferries system to ensure reliable cross-sound service and reduce environmental impact.

Increase Housing Choices and Affordability

PSRC's Regional Housing Strategy identifies strategies to expand housing options, create greater affordability and promote fair and equal housing access to address the housing affordability crisis in our state. The PSRC region needs to build 620,000 more homes by 2044 and 50% of these homes need to be affordable to people earning less than half of the Area Median Income. Action is needed to address racially discriminatory housing policies and increase homeownership for Black, Indigenous and people of color (BIPOC) households.

To help address urgent housing needs in our state, PSRC supports creating a **housing research center** at the University of Washington to provide timely analysis and data driven research to help guide policymakers to adopt bold strategies to create more affordable homes.

PSRC also supports legislation and funding in three action areas:

- **Supply:** Build more housing of different types as soon as possible.
- **Stability:** Provide opportunities for residents to live in housing that meets their needs.
- **Subsidy:** Create and sustain long-term funding sources to create and preserve housing for very low-income households and unhoused residents.

Significantly Reduce Greenhouse Gas Emissions

VISION 2050 and the Regional Transportation Plan outline how state, regional and local partners can act in coordination to reduce emissions in the region and prepare for climate impacts. PSRC supports state legislation to respond to the urgent environmental, health, economic and equity threat of climate change through:

- Transit-focused land use.
- Multimodal transportation choices.
- Pricing the transportation system.
- Decarbonization of the transportation system, including improvements to freight and passenger vehicles and fuels.

Sustain a Strong Economy

VISION 2050 and the Regional Economic Strategy plan for economic growth and opportunity that creates widespread prosperity and living-wage jobs to help sustain the region's economy. PSRC supports continued investments in:

- Workforce development programs to meet the needs of employers and a growing economy, including electrification of the transportation system.
- Critical infrastructure to support economic development, including broadband.
- Clean energy industry technology like Sustainable Aviation Fuel (SAF), offshore wind, fusion, hydrogen and other emerging technologies.

For more information, please contact:

Robin Koskey
Director of Government Relations & Communications
RKoskey@psrc.org
206-798-4462



Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish and Kitsap counties. PSRC is composed of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies and Tribal governments within the region.



Puget Sound Regional Council

November 25, 2024

ACTION ITEM

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Regional Transportation Plan (2026-2050) Scope of Work**

IN BRIEF

Since February 2024, the Transportation Policy Board has been engaged in discussions to identify priorities and emphasis areas for development of the next Regional Transportation Plan (RTP). Work on the next RTP will continue through 2026, when the plan is scheduled to be adopted.

A draft scope of work for the RTP moving forward into 2025 has been developed and reviewed by both the Transportation Policy Board and Executive Board over the last two months. At its meeting on November 14, the Transportation Policy Board recommended Executive Board approval of the scope of work.

RECOMMENDED ACTION

The Executive Board should approve the Regional Transportation Plan (2026-2050) Scope of Work, as described in Attachment A.

DISCUSSION

Since February, the Transportation Policy Board has been discussing regional priorities and focus areas to guide development of the next RTP, scheduled for adoption in May 2026. Primary themes have included the continued focus areas of safety, climate and equity; maintenance and preservation; transit and accessibility; ferries; decarbonizing the system; and recognizing the diverse needs and community contexts around the region. The board has also discussed analytical needs for the next plan, such as addressing changes in travel behavior since the pandemic, providing more detailed analyses by county and city and tracking progress over time. In addition, the board has reviewed the assumptions in the current RTP financial strategy, in advance of more

detailed discussions in the coming months. The Executive Board has also been briefed and provided feedback on policy priorities.

In October, both the Transportation Policy Board and Executive Board reviewed details of the key elements identified in the draft scope of work for the RTP moving forward into 2025. The scope was developed based on the feedback provided by the boards to date and specific action items identified in the current RTP. The scope addresses the policy priorities determined by the boards in previous discussions, the work underway to develop both safety and climate action plans, the reevaluation of the financial strategy, and the scenario and sensitivity testing to be conducted at board direction in the coming months. A more detailed description of the draft scope of work is contained in Attachment A.

At their meeting on November 14, the Transportation Policy Board recommended Executive Board approval of the RTP scope of work.

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

ATTACHMENTS

- A. Draft Scope of Work for the 2026-2050 Regional Transportation Plan

DRAFT SCOPE OF WORK FOR THE 2026-2050 REGIONAL TRANSPORTATION PLAN

1. Introduction
2. Draft Scoping Approach
3. Environmental Review
4. Board Engagement, Plan Schedule and Next Steps

1. Introduction

The 2022 RTP includes the following direction for the next transportation plan under “Administrative Procedures and Processes:”

Updating the Regional Transportation Plan

Per federal and state requirements, development of the RTP occurs every four years. By the time the next Regional Transportation Plan is due, the regional transportation system and the region’s transportation needs will be significantly different than today. Specifically, the expansion of the high-capacity transit system, the changes in regional travel patterns due to the pandemic and the increase in remote work, continued regional growth, the climate crisis and the significant changes in the federal and state funding environment mean that the next RTP will need to respond to a different set of challenges and opportunities. To do that, the next RTP should be prepared as a major update that includes environmental analysis. To prepare for the effort of preparing a major update, a Board work group should be convened following the adoption of this RTP to develop a roadmap and timeline for the next RTP. In doing so, the Board work group should consider innovative approaches to regional planning, including surveying other national or international regional planning agencies. This roadmap and timeline should also consider the importance of aligning the RTP with state and federal funding cycles.

To meet this call, PSRC has been conducting pre-development work for the next RTP since February 2024, including the following preliminary work:

- Gathering board feedback on policy priorities and research and analysis needs.
- Updating inventories and data collection of the transportation system.
- Updating models and tools to align with the policy priorities noted above and from 2024 board feedback.

- Conferred with other MPOs around the country on key topics such as safety and climate, as well as processes and outcomes for conducting sensitivity analyses including those that address work from home levels and changing travel behaviors since the pandemic.
- Reviewed peer agency and international regional transportation plans for new ideas and best practices.
- Began development of the [Regional Safety Action Plan](#).
- Partnered with the Puget Sound Clean Air Agency on developing the [Priority and Comprehensive Climate Action Plans](#) funded through EPA's Climate Pollution Reduction Grant Program.
- Consulted with the agency's SEPA attorneys, Cascadia Law, to review the appropriate level of environmental documentation based on expected analysis needs, potential changes and recently completed environmental analysis for VISION 2050.

In addition, an RTP Steering Committee was established in 2022 and served as the "Board work group" identified in the text above. In October, the Executive Committee chose to merge the work of the RTP Steering Committee into their portfolio moving forward.

2. Draft Scoping Approach

The primary basis for the scope of the next RTP is VISION 2050, which has the following transportation goal:

The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health.

Key investments that are integral to achieving this goal that are included in the current plan include the significant expansion of high-capacity transit and expansion of supportive local transit service, as well as achieving state of good repair goals for maintaining and preserving the existing and future system. Board feedback to date on policy priorities for the next plan have confirmed the commitment to this vision, including the priority focus on climate, safety, equity and support for the regional growth strategy, among other elements.

In addition to these foundational priorities, per the Administrative Procedures direction referenced above and board feedback to date, there are several significant changes and advancements that are expected to be transformational for the next RTP. Further board direction will be sought on this draft scoping approach:

1. Safety: The first ever Regional Safety Action Plan (RSAP) is under development and will be adopted in spring of 2025. Board direction will be sought on how the

RSAP will inform investments, direction or actions in the next RTP, as well as future project selection processes.

2. Climate: The first ever regional Comprehensive Climate Action Plan (CCAP) is under development, in partnership with the Puget Sound Clean Air Agency, all four counties and key cities throughout the region. The CCAP will be completed by the end of 2025, but preliminary results specifically related to Transportation are expected to be shared with the boards earlier in 2025 to inform development of the next RTP. Similarly, board direction will be sought on how the CCAP will inform investments, direction or actions in the next RTP, as well as future project selection processes.
3. Finance: The board has directed a more comprehensive reevaluation of the RTP Financial Strategy, taking into account current assumptions on the feasibility of a Road Usage Charge (RUC), impacts of significant levels of electric or other alternatively fueled vehicles and impacts of the possible repeal of the Climate Commitment Act. More realistic and conservative financial scenarios will be discussed by the boards, leading to discussions of possible reduced or revised investments included in the next RTP. Scenarios and sensitivity testing is anticipated to occur between fall of 2024 and late spring of 2025, as directed by the board, with further iterations through the fall as necessary.
4. Equity: The next RTP will continue to improve upon the analysis and tracking of all measures related to equitable outcomes and PSRC's six equity focus areas. This will include continued work on the new [Equity Tracker](#).
5. Analysis: Modeling, analysis and monitoring improvements have been underway and will continue for the next RTP. These include tracking of measures and indicators through the [RTP Dashboard](#) and improved data and analysis regarding changing travel behaviors since the pandemic, particularly related to work from home levels and transit ridership recovery. In addition, more detailed information on local transit service frequencies and accessibility to transit around the region is being developed, as well as an identification of needs and gaps.
6. Stormwater: The next plan will incorporate information on the current state of the practice for addressing stormwater, particularly related to emerging issues such as 6PPD, in partnership with state and other regional agencies.
7. Local Plans: The plan will incorporate land use assumptions and transportation investments from 2024 comprehensive plans, based on VISION 2050 and newly adopted growth targets.

The new elements identified above are substantial changes from prior regional transportation plans, in support of achieving the overall VISION 2050 goals for the regional transportation system and its users. In addition, the next RTP will be reimaged and framed to lead with identified VISION 2050 outcomes and policy priorities, with clear information provided on plan performance as well as challenges to implementation.

3. Environmental Review

The State Environmental Policy Act (SEPA) requires consideration of the environmental impacts related to plans and projects. PSRC conducts detailed analyses of long-range plans based on the board-directed scope and range of potential actions, through a variety of system performance and environmental metrics. These are documented through the agency’s adopted SEPA procedures to support final board decisions.

To determine the appropriate level of environmental documentation for the next plan, PSRC consulted with our SEPA attorneys, Cascadia Law, in July 2024. Information was reviewed on the history of SEPA analyses for previous regional transportation plans and VISION, including the breadth of alternatives and scenarios included in these environmental analyses and the “bookends” of impacts analyzed. Also discussed were the primary tenets for developing the RTP based on the direction from VISION 2050 including the focus of supporting the Regional Growth Strategy with a high-capacity transit network, among other key policies. The breadth of analysis and performance measures that PSRC conducts on the plan, and feedback heard to date from the boards on policy priorities, was also discussed.

In consultation with our attorneys, an Addendum was determined to be applicable for the 2026-2050 RTP, based on the following:

- Per SEPA rules, an Addendum is applicable unless new significant adverse environmental impacts would be expected (see Attachment 1).
- PSRC performs robust analysis, regardless of the level of SEPA documentation, covering transportation, land use, emissions and equity measures (see Attachment 2).
- Based on VISION 2050 direction and board feedback to date on policy priorities, it is not anticipated that the board will move significantly away from the current focus of a high-capacity transit network with supporting local transit service or move dramatically towards a more car-focused investment portfolio. Further,
 - The diversity of investment scenarios analyzed in the original Transportation 2040 EIS was quite broad, capturing various levels of investment in roads, transit and system efficiencies¹. Based on the above premise, it would not be expected that the next plan would result in new significant adverse impacts.
- A wealth of analysis has been performed on VISION and the RTP over the last two decades. This has included refining and honing the regional vision for growth and transportation, and responding to improved tools, methodologies and metrics (including those related to climate and equity, in particular). The most recent Supplemental EIS was conducted for the 2020 adoption of VISION 2050.

¹ The [Transportation 2040 EIS](#) analyzed 7 alternatives, a Baseline scenario and 6 action alternatives, based on differing levels of efficiencies and strategic expansions: 1) Emphasize Efficiency of the Existing System, 2) Emphasize Roadway and Transit Capacity Expansion, 3) Toll Revenues Expand Capacity and Improve Efficiency, 4) Combine Traditional Revenues and Tolls to Maximize Efficiency 5) Reduce Emissions with Limited Highway Investment and a Focus on Regional Tolling 6) Preferred Alternative [more transit service, more walking and biking facilities, additional passenger ferries, completion of missing links and limited roadway expansion].

- More specific project-level analyses have and will be conducted by project implementers, such as by WSDOT and Sound Transit.
- Scenario and sensitivity testing is planned to occur as part of the next RTP, to provide the boards a greater level of data and detail to inform their decisions. Each scenario or sensitivity test, which are expected to address various levels and/or types of investments based on financial and policy priority discussions, will include information on system performance outcomes that would generally also be included in the final environmental analysis (see Attachment 2).

However, should the board change direction and pursue a plan alternative that does not fall within the above parameters (i.e., a plan scenario that is outside of anything included in a previous RTP or VISION environmental analysis that might be expected to result in new significant adverse impacts), staff would quickly pivot and conduct a higher level of SEPA documentation. Based on the timing of board scoping decisions and sensitivity analyses as identified in Section 4, we anticipate the latest this decision could occur is spring of 2025. Attachment 1 illustrates the SEPA decision making process.

4. Board Engagement, Plan Schedule and Next Steps

The TPB has been discussing the pre-development of the next RTP since February 2024. Feedback to date on policy priorities and discussion items have included the continued focus areas of safety, climate and equity, maintenance and preservation, transit and accessibility, ferries and decarbonizing the ferry system and recognizing the diverse needs and community contexts around the region. The board has also discussed analytical needs for the next plan, such as addressing changes in travel behavior since the pandemic, reevaluating the financial strategy, providing more detailed analyses by county and city and tracking progress over time.

Staff met with the TPB chairs in August to discuss next steps for the remainder of 2024, leading up to adoption of an RTP Scope of Work by December. This included key feedback heard from the boards to date and the prominent issues identified that require further board discussion. The intent of the Scope would be to identify the key direction for staff and the boundaries within which plan development and analysis would occur beginning in 2025. Staff also reviewed with the chairs the discussion with PSRC's SEPA attorneys and the proposed approach moving forward, which would also be included in the RTP Scope in December.

Plan Schedule and Next Steps

The TPB will continue discussions on the RTP Scope through the remainder of 2024. The original schedule called for TPB action in December. Staff proposes instead to request TPB action on a high level RTP Scope in November, followed by Executive Board action at their meeting on December 5th.

Subsequent more detailed discussions on the financial strategy assumptions and implications will continue through early 2025, as necessary. Board discussions on the

corresponding level of investments, and/or possible changes to types of investments, can be held in the spring and early summer of 2025. This timing will also coincide with board discussions related to the Regional Safety Action Plan and Comprehensive Climate Action Plan and how they may inform final plan investments.

Staff will gather information on the proposed investments requesting entry into the plan in the spring of 2025. These investments, derived from local, transit and state planning processes identifying infrastructure to support local growth plans, will include both Regional Capacity Projects as well as information on programmatic projects and operations, maintenance and preservation, and transit service and operations data.

As a reminder, the plan consistency measures by which every Regional Capacity Project is reviewed are still in place and are being updated to bring up to currency. The Executive Board approved this scope of work in July 2024. Each Regional Capacity Project requesting submission into the plan will be assessed for consistency with adopted regional policies and priorities and this information and a summary of all requests will be provided to the board prior to the modeling stage for board consideration.

Based on board direction, modeling and analysis of the proposed investments, or different scenarios of investments, will occur in the summer of 2025. Performance outcomes and financial impacts will be reviewed with the boards in the fall and further refinements or revisions discussed. Upon final board direction, the draft plan will be developed and released for public comment in the winter of 2025/2026.

	2024				2025												2026					
	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	
Financial Strategy Reevaluation and Scenario Development																						
Project and Investment Submittals for Board Consideration																						
Identification of Draft Plan Alternatives																						
Policy Direction on Draft Plan Elements (incl. Safety & Climate Action Plans)																						
Draft Plan / Alternatives Modeling																						
Review of Modeling Results / Board Discussion and Plan Refinements																						
Draft Plan Public Review Process																						
Board Review of Public Comments / Final Plan Development																						
Transportation Policy Board / Executive Board Recommendation of RTP																						
General Assembly Action / Adoption of RTP																						

Attachment 1 – SEPA Decision Making Process

(Excerpted from the WA Department of Ecology [SEPA Handbook](#))

An environmental impact statement (EIS) is prepared when the lead agency has determined a proposal is likely to result in significant adverse environmental impacts. If the impacts associated with a new proposal have been adequately evaluated in a previously-issued SEPA or NEPA document, the document can be adopted to satisfy SEPA requirements.

SEPA documents do not have arbitrary expiration dates and can be modified — including revised Determinations of Nonsignificance (DNS), EIS Addendums, or Supplemental EIS — to better inform a pending agency decision. Additional analysis in a supplemental EIS or in an addendum can be used to address any portions of the final proposal that lie outside the analysis in the EIS.

While a lead agency may adopt all or part of the information and environmental analysis in the adopted documents, they will need to make a new threshold determination, using the following previous SEPA documents:

Adoption / determination of significance (DS)	Issued when an existing EIS addresses all probable significant adverse environmental impacts and reasonable proposal alternatives.
Adoption / DS and addendum	Follows the same procedure as the adoption / DS, except an addendum adding minor new information is circulated with the adoption notice.
Adoption / DS and Supplemental EIS	Is used when an existing EIS addresses some, but not all, of a new proposal's probable significant adverse environmental impacts. The EIS can be used as the basis for a new supplemental EIS and the adoption notice must be included in the draft and final supplemental EIS.
Adoption / Determination of Nonsignificance	Is used when existing DNS and environmental checklist, NEPA environmental assessment, or documented categorical exclusion is adopted for a new proposal using the combined adoption / DNS template.

Attachment 2 – SEPA Metrics and PSRC Analyses

SEPA METRICS	PSRC ANALYSES INCLUDED IN RTP
Transportation	
Transit Boardings, per operator & mode	X
Vehicle Miles Traveled (VMT), total and per capita	X
Households near High-Capacity Transit (HCT)	X
Jobs near HCT	X
Travel time and delay	X
Congestion	X
Mode Shares - work and non-work	X
Federal Performance Targets	X
<i>Note: metrics include a variety of geographies and equity populations</i>	X
Land Use, Population, Employment and Housing	
Estimated growth in population/employment	X
Future land use and development patterns	X
Air Quality & Climate Change	
Criteria Pollutant Emissions	X
Greenhouse Gas Emissions	X
Conformity Analysis	X
Environmental Justice	
PSRC Equity analyses, metrics	X
Water Quality and Hydrology	<i>Partial</i>
Energy	<i>Partial</i>
Human Health	X
BROADER SEPA METRICS ADDRESSED PROGRAMMATICALLY, or at Project Level	
Noise	
Visual and Aesthetic Resources	
Ecosystems and Endangered Species Act Issues	
Earth	
Hazardous Materials	
Public Services and Utilities	
Parks and Recreation Resources	
Historic and Cultural Resources	



Puget Sound Regional Council

November 25, 2024

DISCUSSION ITEM

To: Executive Board

From: Josh Brown, Executive Director

Subject: **2024 Housing Monitoring Update: The State of the Region's Housing**

IN BRIEF

During the upcoming Executive Board meeting, staff will provide an overview of the Regional Housing Strategy monitoring for 2024, including data and analysis on how the strategy is being implemented. The board will be asked for feedback on how this data can help inform the implementation of 2024 comprehensive plan updates, meet new state requirements and support future monitoring of the Regional Housing Strategy.

BOARD CALENDAR

The 2024 Housing Monitoring Update was first presented to the Growth Management Policy Board and the Regional Staff Committee in November before heading to the Executive Board.

DISCUSSION

The [Regional Housing Strategy](#) is a playbook of regional and local actions to preserve, improve and expand housing stock in the region. The aim is to make a range of affordable, accessible, healthy and safe housing choices available to every resident and to promote fair and equal access to housing for all people.

The strategy calls for PSRC to track performance and outcomes over time and identify challenges or barriers in consultation with jurisdictions and other stakeholders. Performance measures support the housing goal in VISION 2050 to meet the region's housing and affordability needs. PSRC has provided an update of housing data each fall since 2022 following the adoption of the Regional Housing Strategy.

The 2024 update shows that residents continue to struggle to access housing that is within their budget. The cost of ownership housing has risen at a higher rate than rental costs, though renters continue to be cost-burdened, particularly renters of color. Data show that the region has been catching up on building enough housing to support population growth, though multifamily permitting has been declining since the fourth quarter of 2021, likely in response to elevated interest rates.

Recent changes to state law requiring jurisdictions to more explicitly address housing in their 2024 comprehensive plans are coming into effect. Cities and counties have worked through their comprehensive plan updates to add additional land use capacity to meet housing needs, proactively plan for all income segments and evaluate barriers to affordable housing in their 2024 updates. Adoption and implementation of these changes at the local level will be crucial to meeting the housing goals set in the Regional Housing Strategy.

NEXT STEPS

As stated in the Regional Housing Strategy, PSRC will provide an annual update on housing data monitoring efforts to the board. Looking ahead, some data measures may be updated more or less frequently based on data availability.

For additional information, please contact Eric Clute, Associate Planner, at eclute@psrc.org or David Dixon, Associate Planner, at ddixon@psrc.org.

ATTACHMENTS

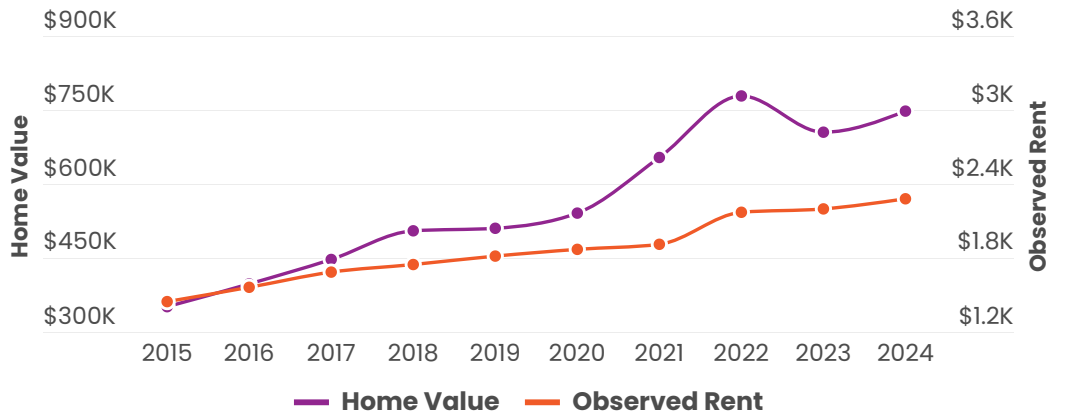
- A. 2024 Housing Monitoring Update Poster

As part of the Regional Housing Strategy, PSRC continues to monitor changes in the housing landscape. PSRC will measure progress our member jurisdictions are making while they plan for more growth, finalize comprehensive plans, and update development regulations to promote more housing.

Housing Affordability

- ▶ Between high home prices and mortgage rates, purchasing a home is more expensive than ever
- ▶ In 2023, a household needed to earn at least \$167,000 per year to afford the median priced home
- ▶ Renter cost burden continues to worsen among low and even moderate-income households. Racial disparities continue to persist

Change in Home Values and Rents

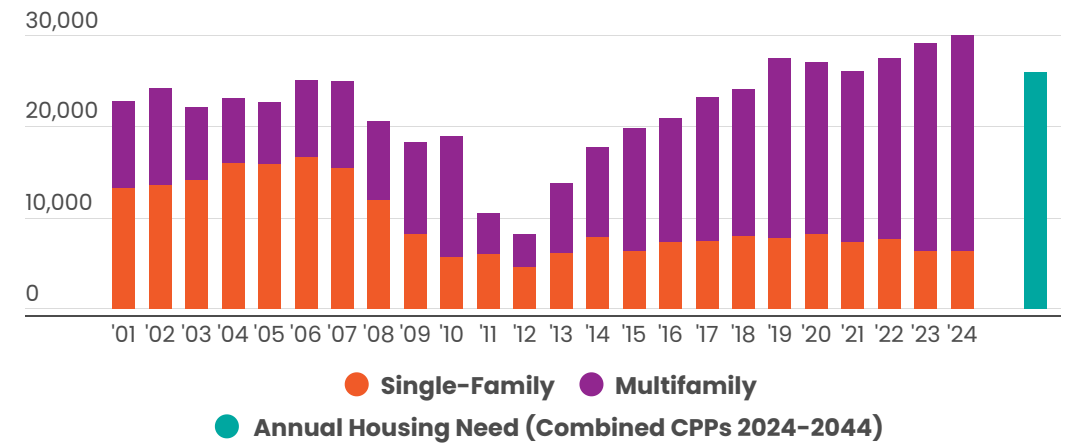


Source: Zillow, Zillow Home Value Index (ZHVI) and Zillow Observed Rent Index (ZORI). Values are from June of each year, with the exception of 2020, which is from May.

Housing Development

- ▶ The region has begun to address the housing shortage that developed over the last 15 years, but more is sorely needed
- ▶ Unfortunately, looking upstream, permitted multifamily units are on the decline
- ▶ 5000+ units of income-restricted units were constructed in 2022, a new high for the region

Annual Housing Production by Type

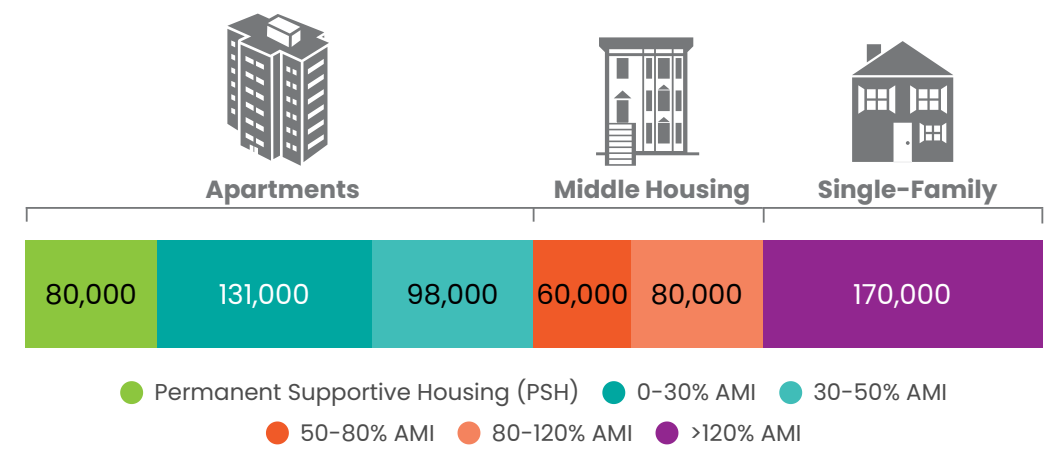


Source: PSRC calculations using: OFM, Postcensal Housing Unit Estimates 2000-2024, Intercensal Housing Estimates 2000-2020; 2000 Decennial Census, Table H30. Units in Structure

Planning for New Housing

- ▶ Good news is on the horizon! Jurisdictions are updating their comprehensive plans and development regulations to accommodate more housing
- ▶ In total, the region will need to accommodate 620,000 new units and 77,000 new shelter beds by 2044

Regional Housing Needs by Income Band



Source: Countywide Planning Policies: King, Kitsap, Pierce, Snohomish

What's Next?

- PSRC has resources to help jurisdictions identify and implement housing tools:

• [Housing Innovations Program \(HIP\)](#)



• [Housing Opportunities by Place \(HOP\)](#)



- PSRC will survey city staff for the [Housing Incentives and Tools Survey \(HITS\)](#) in 2025





Puget Sound Regional Council

EXECUTIVE SESSION

November 25, 2024

To: Executive Board
From: Mayor Becky Erickson, President
Subject: **Executive Session**

At its meeting on December 5, the Executive Board will hold an Executive Session to review the performance of the Executive Director.

RCW 42.30.110: Executive Session (1) (g) provides for the following:

To evaluate the qualifications of an applicant for public employment or to review the performance of a public employee.

If you have any questions, please contact Nancy Buonanno Grennan, Deputy Executive Director at 206-464-7527 or nbgrennan@psrc.org.



Puget Sound Regional Council

November 25, 2024

INFORMATION ITEM

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

PSRC has one new employee:

Nancy Ferber – Senior Planner in Growth Management Planning Division

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



Puget Sound Regional Council

INFORMATION ITEM

November 25, 2024

To: Executive Board

From: Josh Brown, Executive Director

Subject: **2025 Executive Board and Operations Committee Meeting Schedule**

The Executive Board and Operations Committee meet on the **fourth Thursday of every month**. Unless noted, the Operations Committee meetings are held from 9:00 to 9:50 a.m. and the Executive Board from 10:00 a.m. to 12:00 p.m. Meeting dates and times are subject to change. Members will be notified if a meeting is changed or canceled.

January 23

February 27

March 27

April 24

May – date to be determined

June 26

July 24

August – No meeting

September 25

October 23

November – No meeting

December 4 – Early meeting date

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