



## Puget Sound Regional Council

### Executive Board

Thursday, October 27, 2022 • 10:00 – 11:30 AM

**Hybrid Meeting • PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle 98104**

The meeting will be streamed live over the internet at [www.psrc.org](http://www.psrc.org).

#### Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 827 9151 9949, Passcode: 336016

#### Provide public comment

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

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

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1. **Call to Order and Roll Call (10:00) - Councilmember Claudia Balducci, President**
2. **Communications and Public Comment**
3. **President's Remarks**
4. **Executive Director's Report**
5. **Committee Reports**
  - a. Operations Committee - Mayor Becky Erickson, Vice President
6. **Consent Agenda (10:10)**
  - a. Approve Minutes of Meeting held September 22, 2022
  - b. Approve Vouchers Dated August 15, 2022 through October 10, 2022 in the Amount of \$1,332,640.64
  - c. Approve Contract Authority for New Office Furniture

- d. Approve Contract Authority and Budget Amendment for Employee Sharing Agreement with University of Washington
- e. Approve PSRC Executive Board Representation
- f. Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)

#### **7. Discussion Item (10:15)**

- a. Federal Partners Report on TMA Certification Report -- *Ralph Rizzo, Division Administrator - FHWA WA and Linda Gehrke, Regional Administrator - FTA Region 10*

#### **8. New Business (10:35)**

- a. Adoption of the 2023-2026 Regional Transportation Improvement Program -- *Jennifer Barnes, PSRC*

#### **9. Discussion Item (10:50)**

- a. Climate Change Analysis and Implementation Strategy -- *Kelly McGourty, PSRC*

#### **10. Discussion Item (11:10)**

- a. Regional Transportation Plan Performance Dashboard -- *Craig Helmann, PSRC*

#### **11. Information Items**

- a. New Employee Status Report
- b. SAVE THE DATE ! Joint Board Session on Institutional and Structural Racism: Wednesday, November 30, 2022, 10 - 11:30 AM, Hybrid Meeting

#### **12. Other Business**

#### **13. Next Meeting: NO MEETING IN NOVEMBER**

Thursday, December 1, 2022, 10:00 - 11:30 AM

#### **14. Adjourn (11:30)**

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

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.

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



## Transportation Policy Board | At Work



Puget Sound Regional Council

October 13, 2022

### Regional Transportation Improvement Program

The Transportation Policy Board reviewed the six comments received to date on the \$5.4 billion Regional Transportation Improvement Program (TIP). The board recommended Executive Board adoption of the TIP at its October 27 meeting, finding that the TIP is compliant with state and federal regulations, granting administrative adjustments to the TIP, and approving the projects selected for PSRC funding. Watch the [meeting video](#) or view the [presentation](#).

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

### Legislative Agenda Briefing

The Transportation Policy Board was briefed on the process to adopt a legislative agenda and provided feedback on potential legislative priorities. The priority topics of transportation, housing and climate were drafted based on PSRC adopted plans. View the [presentation](#).

For more information, contact Robin Koskey at [rkoskey@psrc.org](mailto:rkoskey@psrc.org) or (206) 971-3602.

### Regional Transportation Plan Dashboard

PSRC staff are working to implement one of the early action items in the Regional Transportation Plan: an online dashboard that tracks performance measures for meeting key aspects of VISION 2050 and the RTP. These measures include but are not limited to emissions, safety, active transportation, finance, vehicle miles traveled and transit ridership. The board was briefed on the work to date and had an

opportunity to provide feedback on the preliminary concept, initial metrics, and schedule. View the [presentation](#).

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

### **Climate Change Work Program**

PSRC staff are working to implement one of the early action items in the Regional Transportation Plan: additional 2030 climate analyses. Since 2010, PSRC has had an adopted Four-Part Greenhouse Gas Strategy and conducted a climate analysis for the horizon year of the RTP. The most recent analysis forecasted emissions and applied the strategy to a horizon year of 2050. The plan further calls for PSRC to develop an interim year transportation network and conduct a 2030 analysis. Work will also continue with partner agencies like the Puget Sound Clean Air Agency. The Transportation Policy Board heard a status report on work conducted to date, including partnership projects currently underway. View the [presentation](#).

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

### **In other business, the board:**

- Recommended adoption of a routine amendment to the current Regional Transportation Improvement Program.



October 6, 2022

## Regional Housing Strategy Monitoring: 2022 Housing Report

The Growth Management Policy Board received a first look at data and case studies that are being used to assess how the [Regional Housing Strategy](#) is being implemented, identifying gaps and opportunities for future work.

Board members also enjoyed presentations from the Housing Development Consortium, South King County Housing and Homelessness Partners (SKHHP), and Sound Transit. Work carried out by these agencies are targeted at increasing homeownership among black households, producing and preserving quality affordable housing through a multi-jurisdiction partnership, and increasing affordable housing near transit centers.

For more information, contact Laura Benjamin, Principal Planner, at [lbenjamin@psrc.org](mailto:lbenjamin@psrc.org).

## 2023 Legislative Agenda

PSRC staff are working on drafting a legislative agenda for the 2023 session based on PSRC adopted plans. The board was briefed on focus areas, and asked to provide feedback. Policy focus areas include:

- Transportation - Keep the Region Moving
- Housing - Increase Housing Choices and Affordability
- Climate - Significantly Reduce Greenhouse Gas Emissions

For more information, contact Robin Koskey, Director of Government Relations & Communications, at [rkoskey@psrc.org](mailto:rkoskey@psrc.org).

## Equity Planning Resources for Comprehensive Planning

PSRC is developing a [Regional Equity Strategy](#) to provide planning resources and best practices for local governments to support equitable outcomes. Board members learned about existing resources, as well as the upcoming planning guidance being developed by PSRC to support local comprehensive plan updates.

For more information, contact Liz Underwood-Bultmann, Principal Planner, at [lunderwood-bultmann@psrc.org](mailto:lunderwood-bultmann@psrc.org).

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A video of the meeting is available on the [Board Meeting Video Archive page](#). Meeting materials, including agendas and presentations, can be found using the Growth Management Policy Board filter on the [Agendas and Resources page](#).



October 5, 2022

### **Americas Competitiveness Exchange**

The Economic Development District was briefed by representatives from the Organization of American States and the U.S. Economic Development Administration on the Americas Competitiveness Exchange program. PSRC is working with these organizations to secure the central Puget Sound region as a potential program site in spring 2023. The program would bring up to 80 global and regional to the region for a week-long program to tour innovation hubs, share experiences, and build networks among the local and visiting stakeholders to enhance economic competitiveness in the Americas. The program has been used by recent presidential administrations to identify and support economic priorities. Watch the [meeting video](#) or view the [presentation](#).

For more information, contact Jason Thibedeau at [jthibedeau@psrc.org](mailto:jthibedeau@psrc.org) or (206) 389-2879.

### **Legislative Agenda Briefing**

The Economic Development District Board was briefed on the process to adopt a legislative agenda and provided feedback on potential legislative priorities, drafted based on PSRC adopted plans. These include:

### **Transportation – Keep the Region Moving**

- Sustain transportation investment commitments by the legislature, including Move Ahead Washington.
- Continue the development of a Road Usage Charge (RUC) system.

### **Housing – Increase Housing Choices and Affordability**

- Supply - Build more housing of different types.
- 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.

### **Climate - Significantly Reduce Greenhouse Gas Emissions**

- Adopt state policies that continue efforts underway to significantly reduce Greenhouse Gas Emissions in line with VISION 2050's commitments

Several board members recommended that the Executive Board consider including economic development as a legislative priority area. View the [presentation](#).

For more information, contact Robin Koskey at [rkoskey@psrc.org](mailto:rkoskey@psrc.org) or (206) 971-3602.

### **Washington Jobs Initiative**

The Economic Development District Board was briefed by Career Connect Washington and the Washington Student Achievement Council on the Washington Jobs Initiative and the \$23.5 million Good Jobs Challenge grant recently awarded by the U.S. Economic Development Administration to support the work. View the [handout](#).

For more information, contact Jason Thibedeau at [jthibedeau@psrc.org](mailto:jthibedeau@psrc.org) or (206) 389-2879.





## Puget Sound Regional Council

### **MINUTES**

**Puget Sound Regional Council Executive Board  
Thursday, September 22, 2022  
Hybrid Meeting, PSRC Board Room**

### **CALL TO ORDER AND ROLL CALL**

The meeting of the Executive Board was called to order at 10:04 AM by King County Councilmember Claudia Balducci, PSRC President. A video of the meeting was streamed live as well as recorded and will be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live to the meeting. Roll call determined attendance and that a quorum was present.

### **COMMUNICATIONS AND PUBLIC COMMENT**

Marguerite Richard provided public comment.

### **PRESIDENT'S REMARKS**

President Claudia Balducci thanked members of the board for joining the meeting. She announced that Commissioner Hester Serebrin has stepped down as Commissioner and will no longer be serving as Washington State Transportation Commission's representative. The Commission is working to fill the seat. She also announced that Councilmember Stephanie Wright, Snohomish County has accepted a position with the county and will no longer be on the board.

She stated that the Transportation and Growth Management Policy Boards are looking for interest groups to serve as non-voting members. Each board has openings in the categories business/labor and community/environment. These seats have 3-year terms with staggered rotation, so a set number rotate each cycle. This cycle, the Transportation Policy Board has four seats expiring at the end of the year and the Growth Management Policy Board has three seats expiring at the end of the year. An announcement on how to apply will be sent out this week inviting interest groups to apply. Current members have already been notified and their organizations are welcome to reapply. The deadline to submit applications is November 18. She stated

that if board members know of groups that might be interested in applying to email Sheila and she will get information out to them.

President Balducci reported that at the December meeting, the board will be conducting the annual performance review of the executive director. Soon, board members and alternates will receive an email that will include materials regarding the performance review. She asked that members to keep an eye out for that email and that she looks forward to board member input.

## **COMMITTEE REPORTS**

Vice President Becky Erickson, Chair, Operations Committee, reported that at today's meeting, the committee recommended approval of vouchers dated June 30, 2022 through August 29, 2022 in the Amount of \$1,619,195.99. The committee also approve contract authority for website support services, approved contract authority for PSRC's move-related expenses, and approve contract authority for in-house leadership development training.

She reported that Pierce County has asked for additional time to discuss their position on securing an additional seat to the Executive Board. This action will return to the Operations Committee and Executive Board in October.

Vice President Erickson reported that the committee was briefed on PSRC's annual weighted votes noting there was little change.

She reported that Andrew Werfelmann, PSRC's Budget Manager, provided information to the committee on the upcoming schedule for budget development. Over the next few meetings, the committee will review revenues, expenditures, and financial policies.

Staff provided the committee with information on PSRC's base pay market study. Typically, the study is completed at the start of a new year. This year, it was timed with the annual performance review cycle to allow PSRC to maintain competitive salaries.

Vice President Erickson noted that earlier this year the board approved contract authority for PSRC's Housing Survey. The Operations Committee had expressed a great deal of interest in the survey, so staff committed to providing updates as the work progressed. She also reported that the committee heard from Laura Benjamin that initial results will be available near the end of October with a full report in November. Findings will be shared with PSRC boards and made available online.

## **CONSENT AGENDA**

The Operations Committee pulled item 6f: *Approve PSRC Executive Board Representation* from the Consent Agenda to allow for additional time for discussion at its October meeting.

**ACTION: It was moved and seconded (Birney/Erickson) to: (a.) Approve Minutes of Meeting held July 28, 2022 (b.) Approve Vouchers Dated June 30, 2022 through August 29, 2022 in the Amount of \$1,619,195.99 (c.) Approve Contract Authority for Website Support Services (d.) Approve Contract Authority for PSRC's Move-Related Expenses (e.) Approve Contract Authority for In-House Leadership Development Training (f.) ~~Approve PSRC Executive Board Representation~~ and (g.) Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP).**

The motion passed unanimously.

## **DISCUSSION ITEM**

### **Legislative Agenda Briefing**

Robin Koskey, PSRC Director of Government Relations and Communications, briefed the board on the process to adopt a legislative agenda and provided feedback on potential legislative priorities. Including:

- Transportation - Keep the Region Moving
  - Sustain transportation investment commitments by the legislature, including Move Ahead Washington
  - Continue the development of a road usage charge (RUC) system
- Housing - Increase Housing Choices and Affordability
  - Supply: Build more housing of different types
  - 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
- Climate - Significantly Reduce Greenhouse Gas Emissions
  - Adopt state policies that continue efforts underway to significantly reduce Greenhouse Gas Emissions in line with VISION 2050's commitments

In October, the Growth Management Policy Board, Transportation Policy Board, and Economic Development District will be briefed on this topic, for Executive Board adoption in December.

### **Regional Transportation Plan Work Program**

Josh Brown, PSRC Executive Director, briefed the board on the transportation work program and feedback received to date from the Transportation Policy Board and the Executive Steering Committee.

The Regional Transportation Plan (RTP) identifies numerous implementation items, covering all of the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners. Over the last several months the Transportation Policy

Board has reviewed a summary of these various work program items and provided feedback on priority timelines, as well as additional details on key scoping elements. Staff has incorporated that feedback and developed a more detailed draft timeline and summary document for review and consideration. These materials also reflect input from the Executive Steering Committee that was created to review these work program items. A particular focus of the Steering Committee discussions has been aligning key work items with the next project selection process to be conducted in 2024.

It is anticipated that the Transportation Policy Board will ultimately develop a recommendation on the transportation work program priorities and timelines to the Executive Board, for incorporation into PSRC's upcoming fiscal year 2024-2025 biennial budget and work program.

### **Puget Sound Data Trends**

Craig Helmann, PSRC Director of Data, presented several trends that highlight how the Puget Sound region has been impacted and is recovering from the COVID-19 pandemic. Some of the data included population and housing growth as well as job changes and transit and airport usage in the region.

A few key points are that regional population and housing growth continued despite a global pandemic and different modes of transportation are recovering at much different rates.

### **INFORMATION ITEMS**

Included in the agenda packet was information on the October 21 TOD Event, a save the date for the November 30 Joint Board Session on Institutional and Structural Racism, information on annual weighted votes, and a new employee status report.

### **OTHER BUSINESS**

There was no other business brought before the board.

### **NEXT MEETING**

The Executive Board will next meet on Thursday, October 27, 2022, 10 – 11:30 AM. This will be a hybrid meeting.

### **ADJOURN**

The meeting adjourned at 11:28 AM.

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Adopted this 27<sup>th</sup> day of October 2022.

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Councilmember Claudia Balducci, President  
Puget Sound Regional Council

ATTEST:

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Josh Brown, Executive Director

Attachments:  
eb2022-sept22-attendance

Executive Board Meeting - September 22, 2022

6.a.a

Members and Alternates that participated for all or part of the meeting included:		1=Present
<b>King County</b>	EXC Dow Constantine	1
	CM Claudia Balducci	1
	CM Joe McDermott Alt	
	CM Jeanne Kohl Welles Alt	
Seattle	MYR Bruce Harrell	
	CM Andrew Lewis	1
	CM Tammy Morales	
	CM Dan Strauss	1
	CM Teresa Mosqueda Alt	
Bellevue	MYR Lynne Robinson	1
	CM Jennifer Robertson Alt	
Federal Way	MYR Jim Ferrell	
	<b>Vacant Alt</b>	
Kent	MYR Dana Ralph	1
	CM Toni Troutner Alt	
Kirkland	MYR Penny Sweet	
	DP MYR Jay Arnold Alt	
Renton	MYR Armondo Pavone	1
	CM James Alberson, Jr. Alt	
Redmond	MYR Angela Birney	1
	CM Jessica Forsythe Alt	1
Auburn	MYR Nancy Backus	1
	<b>Vacant Alt</b>	
Cities/Towns	CM Chris Roberts, Shoreline	1
	MYR Allan Ekberg, Tukwila	1
	CM James McNeal, Bothell	
	CM David Baker, Kenmore Alt	
	MYR Jeff Wagner, Covington Alt	
	MYR Mary Lou Pauly, Issaquah Alt	1
	MYR Jan Molinaro, Enumclaw 2nd Alt	
Kitsap County	MYR Rob McFarland, North Bend 2nd Alt	1
	COM Charlotte Garrido	1
Bremerton	COM Robert Gelder Alt	
	MYR Greg Wheeler	1
Port Orchard	CM Michael Goodnow Alt	
	MYR Rob Putaansuu	1
Cities/Towns	CM Jay Rosapepe Alt	
	MYR Becky Erickson, Poulsbo	1
Pierce County	MYR Joe Deets, Bainbridge Island Alt	1
	EXC Bruce Dammeier	1
Tacoma	CM Derek Young	
	CM Dave Morell Alt	1
	MYR Victoria Woodards	
Lakewood	CM Keith Blocker Alt	
	MYR Pro Tem Javier Figueroa, University Place Alt	1
Cities & Towns	CM Don Anderson	1
	CM Linda Farmer Alt	
Snohomish County	DP MYR Ned Witting, Puyallup Alt	1
	EXC Dave Somers	1
	CM Sam Low	1
Everett	CM Stephanie Wright Alt	
	MYR Cassie Franklin	1
Cities/Towns	CM Don Schwab Alt	
	MYR Barbara Tolbert, Arlington	1
	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
	CM George Hurst, Lynnwood Alt	
Port of Bremerton	MYR Mason Thompson, Bothell Alt	
	COM Axel Strakeljahn	1
Port of Everett	COM Cary Bozeman Alt	
	COM Gary Anderson Alt	
Port of Seattle	COM Glen Bachman	
	COM Tom Stiger Alt	
Port of Tacoma	COM Ryan Calkins	
	COMM Sam Cho Alt	
Washington State Department of Transportation	COM Dick Marzano	1
	COMM Kristin Ang Alt	
Washington State Transportation Commission	Secretary Roger Millar	
	Julie Meredith Alt	
	Brian Nielsen Alt	1
	Steve Roark Alt	
Washington State Transportation Commission	Robin Mayhew Alt	
	<b>Vacant Alt</b>	
	COMM Jerry Litt Alt	

Attachment: eb2022-sept22-attendance (3561 : Minutes of Meeting held September 22, 2022)



## Puget Sound Regional Council

### CONSENT AGENDA

October 20, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Vouchers Dated August 15, 2022 through October 10, 2022 in the Amount of \$1,332,640.64**

### 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. Because the meeting is being attended remotely, PSRC will email voucher information to 2 members of the Operations Committee for review and approval.

### RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

#### REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>		<u>TOTALS</u>
09/06/22 - 10/10/22	AP Vouchers	\$	335,452.05
08/15/22 - 09/15/22	Payroll	\$	997,188.59
			\$ 1,332,640.64

For additional information, please contact Andrew Werfelmann at 206-971-3292; email [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org).



## Puget Sound Regional Council

### **CONSENT AGENDA**

October 20, 2022

**To:** Executive Board  
**From:** Mayor Becky Erickson, Chair, Operations Committee  
**Subject:** **Approve Contract Authority for New Office Furniture**

### **IN BRIEF**

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to authorize a contract for purchasing of furniture for PSRC's new office in an amount not to exceed \$432,000.

### **RECOMMENDED ACTION**

Recommend that the Executive Board authorize the Executive Director to enter one or more contracts for new office furniture in an amount not to exceed \$432,000.

### **BUDGET IMPACT**

The adopted Biennial Budget and Work Program includes sufficient funds within the budget for the down payment that will be needed to secure the purchase of new furniture needed in the new office space. The remainder of the expenditure will be reflected in the biennial budget and work program proposal for Fiscal Years 2024-2025.

### **DISCUSSION**

On July 28, 2022, the Executive board authorized the Executive Director to execute a lease for new office space at 1201 Third Avenue in downtown Seattle, effective January 1, 2024. Staff have been working with Weaver and Associates to inventory PSRC's current furniture that can be moved and repurposed/reused in the new space versus what new furniture will need to be purchased. PSRC has been leasing its current space for thirty years, and most of its current office and cubicle furniture are built into the space, and therefore not able to be used at the new office



location. PSRC anticipates needing to purchase new workstations and board room tables (to accommodate multiple, flexible configurations). PSRC intends to reuse most of its existing meeting room furniture and chairs.

To save the time and expense of conducting an independent request for proposal for the furniture purchase, pursuant to Chapter 39.34 RCW, PSRC will piggyback on the State of Washington's Master Contracts for office furniture. Using the cooperative purchasing statute will allow PSRC to benefit from the State's competitive process and pricing.

For more information, please contact Lili Mayer, Finance Manager, at [lmayer@psrc.org](mailto:lmayer@psrc.org) or (206) 971-3268 or Nancy Buonanno Grennan, Deputy Executive Director, at [nbgrennan@psrc.org](mailto:nbgrennan@psrc.org) or (206) 464-7527.



## Puget Sound Regional Council

### CONSENT AGENDA

October 20, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Contract Authority and Budget Amendment for Employee Sharing Agreement with University of Washington**

### 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 a contract with the University of Washington's Department of Civil and Environmental Engineering and PSRC. The contract would allow PSRC employee Brian Lee, Program Manager – Data Solutions and Research, to conduct research at the University on topics of mutual concern to PSRC and the University. The University will reimburse PSRC for Dr. Lee's time using a fully loaded rate to capture both direct and indirect costs associated with this arrangement. Staff are seeking approval to amend the budget to reflect the additional revenue.

### RECOMMENDED ACTIONS

1. Authorize the Executive Director to enter into a one-year contract with the University of Washington) to allow a PSRC employee to conduct research on topics of mutual concern to PSRC and the University.
2. Amend the budget to add \$61,674 in additional revenue from the University as reimbursement for Dr. Lee's time and efforts.

### BUDGET IMPACT

The proposed amendment would increase the adopted 2022-2023 biennial budget by \$61,674 from \$34,503,000 to \$34,565,000.

## DISCUSSION

PSRC and the University of Washington have long partnered on research solutions to various planning problems. This agreement would bring closer collaboration on several topics, including travel behaviors; interactions between land use, transportation and economic systems; spatial distributions of home, employment, and other activities. Under the terms of the agreement, Dr. Lee will spend 20% of his time, equivalent to one day per week, working on University-related research and the University will reimburse PSRC for Dr. Lee's time (including both direct and indirect costs).

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



## Puget Sound Regional Council

### CONSENT AGENDA

October 20, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve PSRC Executive Board Representation**

### IN BRIEF

Every three years pursuant to PSRC's Interlocal Agreement (Section 5.C.3), the Executive Board considers the distribution of county and city representation on the Executive Board. This action was originally scheduled at the September meetings for the Operations Committee and Executive Board. At the request of Pierce County, the action was delayed until the October board meetings.

### RECOMMENDED ACTION

Recommend that the Executive Board retain the existing representation at 36 members.

### DISCUSSION

Beginning with a review in January 2019, the Executive Board adopted its current 36-member representation in January 2020, adding the principal cities of Lakewood, Port Orchard, and Redmond. Attachment A shows the existing 36 seats for the Executive Board. RCW 47.80.060 provides for the following:

#### Executive board membership

In order to qualify for state planning funds available to regional transportation planning organizations, the regional transportation planning organizations containing any county with a population in excess of one million shall provide voting membership on its executive board to the state transportation commission, the state department of transportation, the four largest public port districts within the region as determined by gross operating revenues, any incorporated principal city of a metropolitan statistical area within the region, as designed by the United

States census bureau, and any incorporated city within the region with a population in excess of eighty thousand. It shall further assure that at least fifty percent of the county and city local elected officials who serve on the executive board also serve on transit agency boards or on a regional transit authority.

The US Census Bureau did not report any changes to the principal cities in the central Puget Sound region. Two entities, the City of Seattle and Pierce County, remain eligible for an additional seat based upon changes in population. Staff has been in contact with both jurisdictions, and both are not requesting an additional seat on the Executive Board.

In September, the weighted votes were revised to reflect the most recent population figures from the Washington State Office of Financial Management.

For more information, please contact Nancy Buonanno Grennan, Deputy Executive Director, at 206-464-7527 or [nbgrennan@psrc.org](mailto:nbgrennan@psrc.org).

Attachments:

A - FY2023 Executive Board Weighted Votes

**PSRC Executive Board Weighted Votes and Representatives  
effective August 5, 2022**

	OFM 4/1/2022 Population	% of Population	Rep. Based on % of Population	Representatives	FY 2023 Weighted Vote
<b>King</b>	2,317,700	53.001%	15.900	15.88	530.01
County	248,160	5.675%	1.702	2	265.01
Seattle	762,500	17.437%	5.231	4	97.64
Bellevue	153,900	3.519%	1.056	1	19.71
Federal Way	101,800	2.328%	0.698	1	13.04
Kent	137,900	3.154%	0.946	1	17.66
Kirkland	93,570	2.140%	0.642	1	11.98
Redmond*	75,270	1.721%	0.516	1	9.64
Renton	107,500	2.458%	0.737	1	13.77
Auburn	78,690	1.799%	0.540	0.88	10.08
Other Cities & Towns	558,410	12.770%	3.831	3	71.51
<b>Kitsap</b>	280,900	6.424%	1.927	4	64.24
County	182,040	4.163%	1.249	1	32.12
Bremerton	45,220	1.034%	0.310	1	14.69
Port Orchard*	16,400	0.375%	0.113	1	5.33
Other Cities & Towns	37,240	0.852%	0.255	1	12.10
<b>Pierce</b>	936,040	21.405%	6.422	5.12	214.06
County	440,800	10.080%	3.024	2	107.03
Tacoma	220,800	5.049%	1.515	1	47.72
Auburn	10,060	0.230%	0.069	0.12	2.17
Lakewood*	63,800	1.459%	0.438	1	13.79
Other Cities & Towns	200,580	4.587%	1.376	1	43.35
<b>Snohomish</b>	838,265	19.170%	5.751	5	191.70
County	371,915	8.505%	2.551	2	95.85
Everett	113,300	2.591%	0.777	1	23.29
Other Cities & Towns	353,050	8.074%	2.422	2	72.56
<b>Cities/Towns/Counties</b>	4,372,905	100%	30.000	30	1,000.00
<b>Statutory Members</b>					
Port of Bremerton				1	3
Port of Seattle				1	50
Port of Tacoma				1	30
Port of Everett				1	10
WA State Dept of Trans				1	30
WA Trans. Commission				1	30
Statutory Members				6	153
<b>Grand Total</b>				36	1,153.00
<b>NOTE:</b>					
Population figures provided by OFM and only include member jurisdictions. (Non-members include Brier, Carbonado, Gold Bar, Index and South Prairie.)					
Weighted votes are updated every September, and representatives for the Executive Board are reviewed every three years, per Interlocal Agreement, Article V.c.3. and as prescribed in RCW 47.80.010 and RCW47.80.060. The Executive Board Representatives will be reviewed next by the Operations Committee in the fall of 2022.					
*Principal City Per OMB					

Attachment: A - FY2023 Executive Board Weighted Votes (3563 : PSRC Executive Board Representation)



## Puget Sound Regional Council

### CONSENT AGENDA

October 20, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)**

### IN BRIEF

Five agencies submitted eighteen 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 October 13, the Transportation Policy Board recommended adoption of the amendment.

### RECOMMENDED ACTION

The Executive Board should adopt an amendment to the 2021-2024 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 (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), Bus and Bus Facilities Formula (5339), and Enhanced Mobility of Seniors and Individuals with Disabilities (5310).

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**

This month's amendment includes one project tracking action. The City of Bainbridge Island is adding to the scope of the Madison Avenue Sidewalks project, to include resurfacing of the adjacent roadway segment and painting bike lanes, with termini that extend to the north and the south of the extents of the sidewalk improvements. With this change the title will be updated to "Madison Avenue Nonmotorized Improvements (SR 305 to Winslow Wy)". The project is modifying the preliminary engineering/design and construction phases and adding a right-of-way phase to accommodate the additional scope elements, all programmed with local funds.

### **Federal Fund Source Descriptions**



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

ATCMTD	The Advanced Transportation and Congestion Management Technologies Deployment Program.
BR	The Local Bridge Program provides funding for eligible bridges on public roads.
NHFP	Provides funding to improve the efficient movement of freight on US highways that are part of the National Highway Freight Network (NHFN).
NHPP	Provides support for the condition and performance of the National Highway System (NHS)
CWA	State Connecting Washington Account.
CSRF	State Coronavirus State Fiscal Recovery Fund for all federal moneys from the American Rescue Plan.
MVA	State funds from the Motor Vehicle Account

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

Attachments:  
Exhibit A

Month: October

Year: 2022

## Project(s) Proposed for Routine Amendment to 2021-2024 TIP

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
1. Bainbridge Island	<b>Madison Avenue Nonmotorized Improvements (SR 305 to Winslow Wy)</b>  Existing project expanding scope to include roadway resurfacing and bike lanes, modifying preliminary engineering and construction phases and adding a right-of-way phase.	\$5,355,390 Local	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,355,390 Total				
2. Bellevue	<b>NE 12th Street Bridge</b>  New project programming preliminary engineering, right-of-way, and construction phases conducting seismic retrofit of two bridges on NE 12th Street.	\$4,395,000 Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,395,000 Total				
3. Northwest Seaport Alliance	<b>Terminal 5 Truck Gate Complex</b>  New project programming a construction phase constructing new inbound truck gate infrastructure at Port of Seattle Terminal 5.	\$1,750,000 Federal NHFP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$13,840,500 Local				
		\$15,590,500 Total				
4. Seattle	<b>S. Spokane Street Viaduct</b>  New project programming preliminary engineering and construction phases to repair the S Spokane Street Viaduct bridge deck and place a new deck overlay.	\$5,000,000 Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$6,750,000 Local				
		\$11,750,000 Total				
5. WSDOT Northwest Region	<b>I-5/SR 18 Bridges - Deck Rehabilitation and Joints</b>  Existing project modifying an existing preliminary engineering phase and programming a new construction phase replacing the bridge deck and expansion joints on the I-5 bridges over SR 18. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$4,973,649 MVA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,973,649 Total				
6. WSDOT Northwest Region	<b>SR 99/Northbound Duwamish River Bridge - Grid Deck Replacement</b>  New project programming a preliminary engineering phase replacing grid deck panels on the SR 99 Northbound Duwamish River Bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$814,827 Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$80,588 MVA				
		\$895,415 Total				

Attachment: Exhibit A (3545 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	UPWP Other	Amend	
7. WSDOT Northwest Region	<b>SR 167/Mill Creek - Fish Passage</b> New project programming preliminary engineering, right-of-way, and construction phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$280,397	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,625,371	CSRF				
		\$310,001	MVA				
		\$6,215,769	Total				
8. WSDOT Northwest Region	<b>SR 900/Tibbetts Creek to Lake Sammamish- Fish Passage</b> New project programming preliminary engineering, right-of-way, and construction phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$68,600	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,107,484	CSRF				
		\$84,229	MVA				
		\$1,260,313	Total				
9. WSDOT Northwest Region	<b>SR 169/Rock Creek, Ginder Creek &amp; Unnamed Tributaries - Fish Passage</b> New project programming preliminary engineering, right-of-way, and construction phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$343,000	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$6,685,102	CSRF				
		\$673,440	MVA				
		\$7,701,542	Total				
10. WSDOT Northwest Region	<b>I-90/West Village Park &amp; Schneider Creeks - Fish Passage</b> New project programming preliminary engineering and right-of-way phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$130,410	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,264,594	CSRF				
		\$337,722	MVA				
		\$1,732,726	Total				
11. WSDOT Northwest Region	<b>I-90/Unnamed Tributaries to Tibbetts Creek &amp; Lake Sammamish - Fish Passage</b> New project programming preliminary engineering and right-of-way phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$411,600	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,572,796	CSRF				
		\$1,516,356	MVA				
		\$7,500,752	Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	Other	UPWP Amend	
12. WSDOT Northwest Region	<b>SR 99/Spokane Street Bridge - Expansion Joint Modification</b> New project programming preliminary engineering and construction phases modifying and replacing expansion joints and seals on SR 99 Spokane Street Bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$6,545,589	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$197,122	MVA				
		\$6,742,711	Total				
13. WSDOT Northwest Region	<b>SR 529/Northbound Snohomish River Bridge - Bridge Painting</b> New project programming preliminary engineering and construction phases painting and restoring the SR 529 Northbound Snohomish River Bridge and installing sidewalk timbers. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$761,447	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$74,190	MVA				
		\$835,637	Total				
14. WSDOT Northwest Region	<b>SR 529/Southbound Snohomish River Bridge - Bridge Painting</b> New project programming preliminary engineering and construction phases painting and restoring the SR 529 southbound Snohomish River Bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$1,075,538	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$104,750	MVA				
		\$1,180,288	Total				
15. WSDOT Northwest Region	<b>SR 529/Northbound Snohomish River Bridge - Special Bridge Repair</b> New project programming preliminary engineering and construction phases to repair the SR 529 northbound Snohomish River Bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$533,022	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$51,978	MVA				
		\$585,000	Total				
16. WSDOT Northwest Region	<b>I-5/McAleeer Creek - Fish Passage</b> New project programming preliminary engineering, right-of-way, and construction removing the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$6,202	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$16,616,380	CSRF				
		\$1,379,492	MVA				
		\$18,002,074	Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	Other	UPWP Amend	
17. WSDOT Northwest Region	<b>I-5/Secret Creek - Fish Passage</b>	\$1,020,819	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming preliminary engineering, right-of-way, and construction removing the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$16,288,525	CSRF				
		\$457,808	MVA				
		\$17,767,152	Total				
18. WSDOT Marine Division	<b>Terminal Wait Times Traveler Information System</b>	\$5,122,345	Federal ATCMTD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming a construction phase to automate queue detection and wait time information to be compatible with a unified, multi-platform traveler information system. This is a multi-year project and the programming reflects the funds available in the span of the current TIP.	\$2,623,672	State				
		\$7,746,017	Total				

Attachment: Exhibit A (3545 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))



## Puget Sound Regional Council

### **DISCUSSION ITEM**

October 20, 2022

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Federal Partners Report on TMA Certification Report**

### **IN BRIEF**

Per federal legislation, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to review and certify the planning processes for federally designated Transportation Management Areas (TMAs) every four years. A TMA is designated for urbanized areas with greater than 200,000 population, and PSRC is the designated TMA for the central Puget Sound area.

The current review process was conducted in July 2022 and resulted in continued certification of PSRC's planning processes. Representatives from FHWA and FTA will provide remarks to the Executive Board at its October 27 meeting.

### **DISCUSSION**

PSRC regularly coordinates and collaborates with FHWA and FTA on regional planning processes, including the Regional Transportation Plan and the Transportation Improvement Program. Every four years, certification of these processes is required, and the 2022 review process was concluded in July.

Attached is the final report detailing PSRC's 2022 certification finding. The report discusses a variety of administrative and planning functions and provides information on FHWA and FTA's findings and recommendations. PSRC continues to meet the federal transportation planning requirements and is certified for the next four years.

Representatives from FHWA and FTA will attend the October 27 board meeting to provide an overview of the 2022 certification process, including discussion of the commendations and recommendations included in the report.

For more information, contact Josh Brown at [jbrown@psrc.org](mailto:jbrown@psrc.org) or (206) 464-7515.

Attachments:

07a\_2022 PSRC TMA Federal Certification Letter - 09.26.22

07b\_2022 PSRC TMA Cert Report - Final 09.26.22



**U.S. Department  
of Transportation**

**U. S. DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION  
WASHINGTON DIVISION  
SUITE 501, EVERGREEN PLAZA  
711 SOUTH CAPITOL WAY  
OLYMPIA, WA 98501**

**FEDERAL TRANSIT ADMINISTRATION  
915 SECOND AVENUE, SUITE 3142  
SEATTLE, WA 98174**

September 26, 2022

Josh Brown, Executive Director  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104

**Puget Sound Regional Council (PSRC)  
2022 TMA Certification Review**

Dear Mr. Brown:

The Fixing America's Surface Transportation System Authorization Act (FAST Act) and subsequent Bipartisan Infrastructure Law (BIL), retained the requirement for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to review and certify the planning processes for Transportation Management Areas (TMAs) at least every four years. The Puget Sound Regional Council (PSRC) is the TMA for the Seattle-Tacoma-Everett, WA urbanized area (UZA), and the previous TMA certification for PSRC was completed on September 28, 2018.

FHWA and FTA conducted a joint review of PSRC's transportation planning process including a review of documents, an online survey to solicit public input, and meetings with staff on July 12th and July 20th, 2022. Based on our review, FHWA and FTA determined that PSRC continues to meet the requirements for metropolitan transportation planning established under 23 CFR 450 and, as a result, the PSRC planning process is certified for a period of four years.

This final report includes recommendations and commendations of PSRC's transportation planning process. Overall, our assessment is that PSRC conducts a very effective and inclusive planning process. We appreciate the time and assistance that your staff provided during this review.



If you have any questions for the review team, please contact Matt Kunic, FHWA Washington Division Office, 360-753-9487, or Ned Conroy of FTA Region 10, 206-220-4318




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Ralph J. Rizzo  
Washington Division Administrator  
Federal Highway Administration

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Linda M. Gehrke  
Regional Administrator  
Federal Transit Administration

cc: Ned Conroy, Federal Transit Administration  
Matt Kunic, Federal Highway Administration  
Autumn Young, Federal Highway Administration  
Matt Pahs, Federal Highway Administration  
Kelley Dolan, Federal Highway Administration  
Karl Pepple, Environmental Protection Agency  
Kelly McGourty, Puget Sound Regional Council  
Gil Cerise, Puget Sound Regional Council  
Kerri Woehler, Washington State Department of Transportation  
Jay Drye, Washington State Department of Transportation  
Cliff Hall, Washington State Department of Transportation



U.S. Department  
of Transportation

Federal Highway  
Administration  
Washington Division  
Olympia, WA

AND

Federal Transit  
Administration  
Region 10  
Seattle, WA

# 2022 Transportation Management Area Planning Certification Review

## Seattle-Tacoma-Everett, WA Transportation Management Area

### Puget Sound Regional Council

September 26, 2022

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Attachment: 07b\_2022 PSRC TMA Cert Report - Final 09.26.22 (3556 : Federal Partners Report on TMA Certification Report)

## Executive Summary

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population, at least every four years, to determine if the planning process meets the Federal requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450.

This certification review collectively covers the Metropolitan Planning Organization (MPO) for the Seattle-Tacoma-Everett, WA urbanized area -- Puget Sound Regional Council (PSRC)

The Federal review team conducted a desk review of transportation planning process, conducted a survey to gather public comment, and completed a hybrid (on-site/virtual) TMA Certification Review meeting on July 12th and July 20th, 2022, to discuss the transportation planning processes conducted by PSRC. The recommendations from the 2018 certification review were assessed during the desk review and hybrid meeting. FHWA and FTA determined that PSRC has addressed the recommendations documented in the 2018 certification review.

### 2022 Certification Status & Findings

On September 26, 2022, FHWA and FTA certified the transportation planning process conducted by PSRC, subject to the recommendations of this certification report. See [Appendix A](#) for the certification letter.

### PSRC Findings Summary:

0 Corrective Actions  
9 Recommendations  
7 Commendations

A detailed summary of the 2018 PSRC TMA Certification previous findings and disposition can be found in [Table 1](#). A detailed summary of the PSRC findings can be found in [Table 2](#). Additional details of the regulatory basis, findings, and federal actions for each topic of this review, are contained in the full report.

Although no corrective actions were documented, PSRC is encouraged to address recommendations found in the report. FHWA and FTA are committed to working closely with PSRC to provide any additional stewardship and technical assistance in addressing the recommendations.

## Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), are required to jointly review, evaluate, and certify the transportation planning process in all Transportation Management Areas (TMAs), urbanized areas over 200,000 in population, every

four years. The objective is to determine if the planning process meets the Federal requirements in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in TMAs. In addition to assessing compliance, the certification review is also an opportunity to assist the TMA on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

## Background

A Transportation Management Area (TMA) is a designation assigned by the Secretary of Transportation for metropolitan areas having an urbanized population of over 200,000 people. In the Puget Sound Region, King, Kitsap, Pierce and Snohomish counties have voluntarily included the Seattle, Washington, U.S. Census area, and constitute a TMA. The organization designated by the Governor of Washington to carry out the federally funded transportation planning activities for this TMA is the Puget Sound Regional Council (PSRC).

The 2022 TMA certification process consisted of four primary activities:

- A desk review of planning products
- A hybrid (on-site/virtual) certification review meeting virtual was held on July 12th and July 20th, 2022 conducted at PSRC and via Microsoft Teams. Attendees of the TMA certification review meeting can be found in [Appendix B](#).
- Public comment: A survey was conducted to gather input pertaining to the PSRC transportation planning process. The survey questions and public comments received can be found in [Appendix C](#).
- Preparation of this certification report that summarizes the TMA certification review findings.

For each topic covered during this certification review, this report documents:

- **Regulatory Basis:** Summarizes Federal transportation planning requirements and defines where information regarding each planning topic can be found in the Code of Federal Regulations (CFR).
- **Findings:** Statements of fact that define the conditions found during FHWA and FTA's routine stewardship and oversight as well as with information collected through public participation, the desk review, and the onsite review.

Findings may result in the following Federal actions:

- **Corrective action:** Indicates a compliance issue where the transportation planning process/product fails to meet one or more requirements of the transportation planning statute and regulations. The expected outcome is change that brings the metropolitan planning process into compliance with a planning statute or regulation.

- **Recommendation:** Ideas for improvement to processes and practices. Although not a compliance issue, recommendations are provided to improve the transportation planning process and products to better meet federal planning requirements.
- **Commendation:** A process or practice that demonstrates noteworthy procedures for implementing the planning requirements.

## Addressing 2022 TMA Certification Report

PSRC is encouraged to address all recommendations identified in this certification report. WSDOT, as the oversight agency for PSRC, is responsible for tracking if recommendations are addressed.

FHWA and FTA are committed to working closely with PSRC to ensure requirements and expectations are understood, and to provide stewardship and technical assistance.

The following process will be used to monitor and ensure that recommendations are addressed, as specified in this certification report.

1. FHWA and FTA will jointly discuss the findings in the final report to PSRC to ensure understanding of the findings, deadlines (if applicable), and expectations. FHWA and FTA will also present the findings to the respective policy board, if requested.
2. FHWA and FTA will request that PSRC provide an update of how recommendations are addressed at future UPWP meetings and/or during future TMA Certification Review meetings.

**There were no corrective actions identified in this TMA Certification Report; therefore, the section on corrective actions is not included.**



**Table 1. Summary of Previous Findings and Disposition – 2018 PSRC TMA Certification Review**

Finding	Action	Corrective Actions/ Recommendations	Disposition
<p><b>Finding 1:</b></p>	<p>Recommendation</p>	<p>The FHWA/FTA Review Team recommends that PSRC continue to develop a clear and understandable performance-based evaluation system to identify investment priorities and strategies. PSRC should continue to add and refine performance objectives and measures to address Federal requirements as well as local needs.</p> <p><i>FHWA/FTA have determined that PSRC has considered and acted upon this recommendation from the 2018 TMA Certification Review.</i></p>	<p>PSRC has continued to build upon its existing performance-based planning evaluation system since the 2018 TMA Certification.</p> <p>PSRC has an integrated performance-based planning program through multiple levels of the planning process. This includes the evaluation of performance measures during the development of VISION 2050 and the Regional Transportation Plan, the criteria used in PSRCs project selection process, and data collection efforts and reporting on system conditions. The performance measures evaluated reflect the regional policies and objectives as adopted in VISION 2050, and are also aligned with federal planning and performance requirements.</p> <p>The Regional Transportation Plan, scheduled for adoption by PSRC’s General Assembly on May 26, 2022, provides information on the performance of the system throughout each section of the plan. In addition, further details are provided in the System Performance section of the plan (in Chapter 2), as well as the following appendices:</p> <ul style="list-style-type: none"> <li>• Appendix A: Transportation System Inventory</li> <li>• Appendix C: Maintenance and Preservation</li> <li>• Appendix D: Regional Capacity Projects List (includes information on the Prioritization Framework and the criteria by which projects are evaluated prior to inclusion in the plan)</li> </ul>

			<ul style="list-style-type: none"> <li>• Appendix F: Regional Equity Analysis</li> <li>• Appendix H: System Performance, including information on the federal performance targets.</li> </ul> <p>In addition, as part of the development of the Regional Transportation Plan PSRC developed a Transportation System Visualization Tool that allows users to view regional performance data according to parameters that are adaptable to other regional corridor and sketch planning efforts. The tool has existing and future conditions tabs to show comparisons between observed conditions and modeled future conditions. This tool can be found here: <a href="https://experience.arcgis.com/experience/a587d27d1c444a6e891fe1b58508622d/page/Existing-Conditions/">https://experience.arcgis.com/experience/a587d27d1c444a6e891fe1b58508622d/page/Existing-Conditions/</a>. The purpose of the tool is both to support PSRC’s regional planning and analysis of conditions and needs, but also to support local agencies, particularly for upcoming comprehensive plan updates.</p> <p>PSRC has adopted and maintained all required federal performance-based planning targets called for in MAP-21 and the FAST Act. Further, the Regional Transportation Plan and the Transportation Improvement Program contain descriptions of how they address and respond to these targets.</p>
<p><b>Finding 2:</b></p>	<p>Recommendation</p>	<p>The FHWA/FTA Review Team recommends that PSRC further develop a long-term financial plan that includes additional detail to support justification of future revenue assumptions and document why these</p>	<p>PSRC has continued to further develop its long-term financial plan and has included additional detail supporting justification of future revenues.</p> <p>The PSRC financial strategy is articulated in Chapter 3 of the Regional Transportation Plan, and Appendix J contains additional details: <a href="https://engage.psrc.org/welcome-rtp">https://engage.psrc.org/welcome-rtp</a>.</p>

		<p>assumptions should be considered reasonable by Federal partners.</p> <p><i>FHWA/FTA have determined that PSRC has considered and acted upon this recommendation from the 2018 TMA Certification Review.</i></p>	<p>As part of the development of the plan, PSRC engaged in a peer review of the financial strategy methodology and inputs. The peer review panel consisted of representatives from both inside and outside the region: small, medium and large cities; a county; a transit agency; WSDOT; and two MPOs from other parts of the country, Oregon Metro and Atlanta Regional Council. The peer review panel confirmed PSRC’s approach and data sources utilized to develop the financial strategy.</p> <p>The current, soon to be adopted, Regional Transportation Plan identifies the forecasted available revenues from existing, current law revenues as well as potential new revenue sources. This plan has a higher proportion of the plan covered by existing revenues – at 84% - than previous plans. This is due to the actions taken by the state and local governments in recent years to pass transportation revenue packages – e.g., Connecting Washington, Sound Transit 3, local transit initiatives, etc. Of course, since that time additional actions have been taken at the state and federal level, including several rounds of federal stimulus funding as well as the passage of BIL and the state’s Move Ahead Washington package.</p> <p>For potential new revenue sources, the plan identifies the potential revenue impact from each as well as the anticipated steps necessary to implement, including roles and responsibilities at the local or state level. Further work is being pursued to lay out a more comprehensive suite of information on what would be needed to implement each source.</p>
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Table 2. Summary of 2022 PSRC TMA Certification Review

Review Area	Corrective Actions	Recommendations / Commendations
1. Planning Area Organizational Structure	None	None
2. Metropolitan Planning Area Boundaries	None	None
3. Metropolitan Planning Agreements	None	<p><b>Commendation:</b> The Federal Review Team commends PSRC for having an informative and robust chart with dates, deadlines, and detailed descriptions of all agreements and contracts. This best practice allows the MPO to track agreements and contracts, be aware of expiration dates, and plan to update agreements as necessary.</p>
4. Unified Planning Work Program	None	None
5. Transportation Planning Process	None	<p><b>Commendation:</b> The Federal Review Team commends PSRC for developing VISION 2050, which provides a broad vision for the region. Though this document is not Federally required, it supplements the current MTP and TIP, allowing individuals to see the connection between future growth and projects.</p> <p><b>Recommendation:</b> PSRC continues to be engaged in the topic of truck parking. WSDOT is the lead agency, but the Federal Review Team encourages PSRC to remain engaged on this topic, especially in the more</p>

Review Area	Corrective Actions	Recommendations / Commendations
		<p>rural areas of the MPA boundary to serve the ports in the urban areas.</p> <p><b>Commendation:</b> The Federal Review Team commends PSRC for working with external partners to develop the EV clearinghouse web-based tool and assisting with the development of an EV infrastructure plan. This will allow for PSRC to leverage current and future funding opportunities, reduce GHG emissions, and have a continuous network of charging availability for the general public.</p>
<p><b>6. Metropolitan Transportation Plan</b></p>	<p>None</p>	<p><b>Recommendation:</b> The Federal team recommends that PSRC add language to future System Performance Report that describe challenges outside of the agency's control that may inhibit ability to achieve performance-based planning and programming targets. The added language should be described in a reader friendly format that informs the general public.</p> <p><b>Commendation:</b> The Federal team commends PSRC for including the comprehensive section on EV charging. When developing the EV Infrastructure Plan, the Federal team suggests that PSRC strongly review the quality, levels of charging stations, and maintenance of EV charging stations that are installed within the region. This will ensure EV charging stations are adequate for use, are functional and</p>

Review Area	Corrective Actions	Recommendations / Commendations
		maintained, and can work towards the GHG emissions reduction goals for the region.
<p><b>7. Transportation Performance Management</b></p>	None	<p><b>Recommendation:</b> The Federal Review Team recommends that PSRC update the CMAQ Performance Plan to include all federally required elements within a single document. PSRC has confirmed the updated CMAQ Performance Plan will be submitted to WSDOT and included in the biennial performance reports for the Baseline, Mid-Period and Full-Period of each four-year performance period, required under 23 CFR 490.107(c) and 23 USC 149(l). The next PMF is due to FHWA and FTA by October 1, 2022.</p>
<p><b>8. Transportation Improvement Program</b></p>	None	<p><b>Commendation:</b> The Federal Review Team commends PSRC for the development of a comprehensive TIP that is easily understandable to the general public, and for continuing to update the existing TIP guidance document; “Policy and Procedures Guide for the TIP.”</p> <p><b>Commendation:</b> The Federal Review Team commends PSRC for developing and continuing to use the TIP tracking tool for projects. This tool allows PSRC to be proactive in noting any future project delays, which allows for the efficient management of Federal funds between projects.</p>

Review Area	Corrective Actions	Recommendations / Commendations
<p><b>9. Financial Planning/Fiscal Constraint</b></p>	<p>None</p>	<p><b>Recommendation:</b> The Federal Review Team recommends that PSRC remain diligent on pursuing potential new revenue sources to fully support plan needs. Further work should be pursued to establish a more comprehensive implementation plan for each funding source, including roles and responsibilities at the local, regional, and state level.</p>
<p><b>10. Public Participation</b></p>	<p>None</p>	<p><b>Recommendation:</b> The Federal Review Team recommends a glossary of frequently used planning terms, acronyms and/or terms of art, commonly used in the planning process such as ADA, Title VI, EJ and LEP be included in the Plan. PSRC may consider convening community stakeholders who do not have backgrounds in transportation and those with disability considerations to identify which terms to include in the glossary.</p> <p><b>Recommendation:</b> The Federal Review Team recommends the Plan be edited to include how the public can access opportunities to serve on committees or policy boards. Additionally, we recommend PSRC update their website to include this information in an easily accessible location.</p> <p><b>Recommendation:</b> The Federal Review Team recommends PSRC clearly outline what types of comments (questions) will</p>

Review Area	Corrective Actions	Recommendations / Commendations
		<p>receive a response and which comments (statements) won't receive a response.</p> <p><b>Commendation:</b> PSRC's Plan is robust, thoughtful, and intentionally inclusive. A noteworthy element of the plan is compensating community stakeholders and focus groups for sharing their time and lived experience to inform PSRCs book of business. This approach helps mitigate the historical financial barriers that have impeded marginalized populations from participating in stakeholder engagement and begins to create a balance with communities by moving away from an uncompensated knowledge extraction process toward establishing right-relationship grounded in reciprocity.</p>
<p><b>11. Civil Rights (Title VI, EJ, LEP, ADA)</b></p>	<p>None</p>	<p><b>Recommendation:</b> The Federal Review Team recommends PSRC attach USDOT Standard Title VI Assurances Appendices A-E to the Title VI Plan.</p> <p><b>Recommendation:</b> The Federal Review Team recommends PSRC revise LEP public notification to include language notifying the public that interpretation and translation services are "free of charge".</p>



## PSRC TMA Certification Findings and Actions

### 1. Planning Area Organizational Structure

#### Regulatory Basis

In addition to the TMA designation noted above, Federal legislation (23 USC 134[b]; Section 49 USC 5303]) requires the designation of a Metropolitan Planning Organization (MPO) for each urbanized area with a population of more than 50,000 individuals. The policy board of the MPO that serves a TMA shall consist of (A) local elected officials, (B) officials of local agencies that administer or operate major modes of transportation within the area, and (C) appropriate State officials. This designation remains in effect until the MPO is redesignated. The addition of jurisdictional or political bodies into the MPO or members to the policy board generally does not constitute a redesignation of the MPO.

#### Findings

- PSRC's Executive Board bylaws were last updated in 2009 and the Transportation Policy Board bylaws were last updated in 2003. FHWA acknowledges that PSRC's bylaws will not be changing, as the current bylaws adequately address the current board structure and duties.
- PSRC continues to work with Tribes within the Metropolitan Planning Area (MPA), including the offer for Tribes to become voting members of the Transportation Policy Board and Executive Board.
- PSRC educates board members on the need to plan and program projects using data driven approaches. PSRC's boards strive to use data of all kinds to make the best decisions that will have the most positive outcomes for the transportation system.
- PSRC is developing ways to train the various boards on the new programs associated with the Bipartisan Infrastructure Law (BIL).

#### Corrective Actions

None

#### Recommendations/Commendations

None

### 2. Metropolitan Planning Area Boundaries

#### Regulatory Basis

The metropolitan planning area (MPA) boundary refers to the geographic area in which the metropolitan transportation planning process must be carried out. The MPA covers the Census-defined, urbanized area (UZA) and the contiguous geographic area likely to become urbanized within the 20-year forecast period covered by the Metropolitan Transportation Plan (MTP). In accordance with 23 USC 134 (e) and 23 CFR 450.312, the boundary should foster an effective transportation planning process that ensures connectivity among modes and promotes overall efficiency.

### Findings

- The current PSRC MPA covers the counties of Snohomish, King, Pierce, and portions of Kitsap County. This is an allowable MPA boundary as described in Federal law.
- As a result of the 2020 Census, it is not expected that PSRC will gain additional urban areas that will cause the MPA boundary to expand past the current Metropolitan Statistical Area (MSA).
- PSRC allows all member jurisdictions to be part of their organizational structure.
- PSRC frequently provides staff to member jurisdictions that require technical training to apply for grants and meet the various Federal requirements.
- PSRC works with neighboring MPOs to the north and south of the MPA boundary, in the sharing of data and travel demand forecasting, to ensure a continuous network of planning up to and past the border of the MPA.

### Corrective Actions

None

### Recommendations/Commendations

None

## 3. Metropolitan Planning Agreements

### Regulatory Basis

Federal legislation (*23 USC 134*) requires the MPO to work in cooperation with the State and public transportation agencies in carrying out a continuing, cooperative, and comprehensive (*3C*) metropolitan planning process. These agencies determine roles and responsibilities and procedures governing their cooperative efforts. Federal regulations require that these relationships be specified in agreements between the MPO and the State and between the MPO and the public transit operators. The regulations also require an agreement between the MPO and any other agency responsible for air quality planning under the Clean Air Act. A single agreement should be executed among the MPO, State, transit operators, and designated air quality regulations to the extent possible. *23 CFR 450.314(a)*.

### Findings

- The most recent update to the Metropolitan Planning Agreement was completed on May 31, 2016, with a 10-year horizon. It includes WSDOT, respective transportation providers, and meets the requirements of Federal law.
- To meet the requirement of *23 CFR 450.314 (h)*, PSRC works with WSDOT and transit providers to develop and deliver an annual memo to FHWA and FTA, which indicates the provisions as specified in this section of Federal law.
- PSRC completes an annual evaluation of all agreements, including the Metropolitan Planning Agreement, to ensure agreements remain current and valid to agency practices.

### Corrective Actions

None

### Recommendations/Commendations

- The Federal Review Team commends PSRC for having an informative and robust chart with dates, deadlines, and detailed descriptions of all agreements and contracts. This best practice allows the MPO to track agreements and contracts, be aware of expiration dates, and plan to update agreements as necessary.

## 4. Unified Planning Work Program

### Regulatory Basis

MPOs are required to develop Unified Planning Work Programs (UPWPs) in Transportation Management Areas (TMAs) to govern work programs for the expenditure of FHWA and FTA planning and research funds (23 CFR 450.308). The UPWP must be developed in cooperation with the state and public transit agencies, and include the required elements, such as a discussion of transportation planning priorities, work proposed for the next 1- or 2-year period by major activity and tasks in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activities and tasks, and a summary of the total amounts and sources of Federal and matching funds.

### Findings

- PSRC's UPWP is thorough and meets the requirements of Federal law.
- While PSRC does not typically amend the UPWP, funds are occasionally moved between tasks through an administrative amendment process that does not require Federal approval.
- PSRC uses the UPWP as a budgetary document, which includes aspects of land use, economic development, equity, and the respective ties to transportation planning.

### Corrective Actions

None

### Recommendations/Commendations

None

## 5. Transportation Planning Process

### Regulatory Basis

Federal regulations 23 CFR 450.306 and 450.318 define the scope of the metropolitan transportation planning process and the relationship of corridor and other subarea planning studies to the metropolitan planning process and National Environmental Policy Act (NEPA) requirements. In addition, 23 CFR 450.316 (c), (d), and (e) address the need for participation by Federal lands management agencies and Tribal governments in the development of key products in the planning process.

Key provisions of 23 CFR 450.306 are related to required planning factors, coordination, and consistency with related planning processes, asset management, and possible differences in requirements for TMAs and non-TMAs.

### Findings

- PSRC has strengthened outreach and enhanced their 3C planning process over the past several years with the capabilities of holding virtual meetings. This has allowed more public participation and engaged individuals who may not have previously been a part of the transportation planning process.
- VISION 2050 (not Federally required) is a broad overarching document that describes the anticipated future growth of the PSRC region on various fronts. The language is intended to be general, but this allows the document to be a visionary tool, yet also flexible to adapt to future changes.
- VISION 2050 works to incorporate the updated MTP, thus ensuring a transition between documents when individuals want to discover how projects connect to the future of the Puget Sound Region.
- Truck parking is a challenge to plan for in the Puget Sound Region, but PSRC continues to discuss what is needed with its member jurisdictions, WSDOT, and foremost, its partners at the various ports. PSRC attended the FHWA workshop on truck parking 2021, and staff have stated that a follow-up workshop would be beneficial.
- PSRC continues to be a leader in working with partners on electric vehicle (EV) infrastructure. PSRC is working with the Puget Sound Clean Air Agency, cities, counties, and WSDOT to develop a regional EV plan.
- PSRC worked with the University of Washington and WSDOT to develop a web-based EV clearinghouse website, where the general public can go to discover current EV charging availability and where future needs may be located.

### Corrective Actions

None

### Recommendations/Commendations

- The Federal Review Team commends PSRC for developing VISION 2050, which provides a broad vision for the region. Though this document is not Federally required, it supplements the current MTP and TIP, allowing individuals to see the connection between future growth and projects.
- PSRC continues to be engaged in the topic of truck parking. WSDOT is the lead agency, but FHWA and FTA encourages PSRC to remain engaged on this topic, especially in the more rural areas of the MPA boundary to serve the ports in the urban areas.
- The Federal Review Team commends PSRC for working with external partners to develop the EV clearinghouse web-based tool and assisting with the development of an EV infrastructure plan. This will allow for PSRC to leverage current and future funding opportunities, reduce GHG emissions, and have a continuous network of charging availability for the general public.

## 6. Metropolitan Transportation Plan

### Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends. Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

Under Title VI of the Civil Rights Act (ref. 49 CFR Part 21.5), no person shall be excluded from participating in, denied the benefits of, or subjected to discrimination (intentional or unintentional) by an entity receiving Federal financial assistance. Federal Executive Order 12898 (Environmental Justice) requires, among other things, that public documents, are concise, understandable, and readily accessible to the public.

### Findings

- PSRC's MTP update addresses and expands upon the new Federal Planning Emphasis Areas (PEAs). PSRC has been a leader in adopting many efforts to advance the current PEAs for the past decade.
- In support of ongoing long-range growth and transportation planning, PSRC has conducted a number of major studies including the Regional Aviation Baseline Study, Puget Sound Passenger-Only Ferry Study, Regional Housing Needs Assessment,

Regional Housing Strategy. PSRC has also adopted a new Human Services Transportation Plan.

- PSRC has also adopted a new regional growth strategy, VISION 2050. VISION 2050 provides the foundation for the development of the Regional Transportation Plan, including the development of a Regional Equity Strategy, partnership with the Puget Sound Clean Air Agency to advance the transition to electric vehicles, continued partnership with the Puget Sound Climate Preparedness Collaborative.
- PSRC continues to work with the Washington State Department of Ecology (Ecology), Puget Sound Clean Air Agency, the U.S. Environmental Protection Agency (EPA), industry, and others to identify feasible approaches (including research and development of new vehicle and fuel technology) to reduce greenhouse gas emissions and evaluate the feasibility of achieving GHG reduction targets for transportation in the region.
- The MTP update is user friendly and succinct. The main body of the document references numerous technical appendices. The appendices themselves are easy to follow and provide information that traces successes, challenges, and next-step strategies to address transportation issues.
- PSRC continues to maintain a close working relationship with WSDOT and the WA State Legislature, who plays a big role in the projects that are prioritized for the Puget Sound Region. This is important to ensure the implementation of TPM, and continue to prioritize projects that will work towards many of the state and MPO targets related to TPM.
- The updated MTP provides a useful discussion of current and emerging technologies that will likely have a significant impact on future regional transportation planning.
- PSRC includes a section on truck parking, which has rapidly become to be a key component of freight planning, system performance, and freight delivery of goods and services to ports. PSRC staff is open to participating in another truck parking workshop to allow for this section to become more robust in the next few years.

### Corrective Actions

None

### Recommendations/Commendations

- The Federal team recommends that PSRC add language to future System Performance Reports that describe challenges outside of the agency's control that may inhibit ability to achieve performance-based planning and programming targets. The added language should be described in a reader friendly format that informs the general public.
- The Federal team commends PSRC for including the comprehensive section on EV charging. When developing the EV Infrastructure Plan, the Federal team suggests that PSRC strongly review the quality, levels of charging stations, and maintenance of EV charging stations that are installed within the region. This will ensure EV charging stations are adequate for use, are functional and maintained, and can work towards the GHG emissions reduction goals for the region.

## 7. Transportation Performance Management

### Regulatory Basis

23 CFR 450.306 directs MPOs to establish and use a performance-based approach to transportation decision-making to support national performance goals. The MTP must, at a minimum, include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets. The TIP must document that project will demonstrate progress toward achieving the performance targets established under §450.306(d). The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. TMAs must also address congestion management via a Congestion Management Process (CMP) that provides multimodal transportation system performance measures and strategies to mitigate congestion.

### Findings

- PSRC has continued to further develop a clear and understandable performance-based evaluation system that is used to identify investment priorities and strategies. The performance-based planning program is well integrated into the planning process and includes an evaluation of performance measures, criteria used in the project selection process, significant data collection efforts, and reporting on system conditions.
- The Metropolitan Transportation Plan, adopted May 2022, provides information on the performance of the system in the System Performance section of the plan (Chapter 2), as well as addressing performance details in number of sections of the plan and appendices.
- The Transportation System Visualization Tool allows users to view regional performance data. The tool has information on existing and forecasted future conditions that supports regional planning and analysis of conditions and needs. The tool can also be useful to local agencies as part of their comprehensive plan updates.
- Data collection efforts have been expanded to support performance-based planning and plan analysis, including bicycle and pedestrian facilities and counts, freight assets and truck data, maintenance and preservation methodologies, TDM programs, ITS inventory, and special transportation needs services.
- As required with Transportation Performance Management (TPM), PSRC has completed a CMAQ Performance Report and System Performance Report.
- While PSRC has completed a CMAQ Performance Plan, the Federal Review Team notes that some requirements of the CMAQ Performance Plan are only available through other documents, such as the System Performance Plan and Air Quality Conformity Determination.

### Corrective Actions

None

## Recommendations/Commendations

- The Federal Review Team recommends that PSRC update the CMAQ Performance Plan to include all federally required elements within a single document. PSRC has confirmed the updated CMAQ Performance Plan will be submitted to WSDOT and included in the biennial performance reports for the Baseline, Mid-Period and Full-Period of each four-year performance period, required under 23 CFR 490.107(c) and 23 USC 149(l). The next PMF is due to FHWA and FTA by October 1, 2022.

## 8. Transportation Improvement Program

### Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

### Findings

- The PSRC TIP was last updated on October 26, 2020. The procedures, criteria, and other requirements associated with these updates and amendments are detailed in PSRC's TIP guidance document titled "Policy and Procedures Guide for the TIP." The TIP is new every other year, and includes amendments that keep it aligned with the STIP.
- PSRC has a project tracking program, which was created to monitor the progress of PSRC's Federal funds. The result has been that funds are utilized more efficiently and with fewer delays.
- PSRC has a comprehensive policy framework that provides guidance on project prioritization for PSRC-managed Federal funds. A criteria-based project evaluation system is used. Projects are ranked by staff, reviewed by PSRC's technical committees, and project recommendations are made to the policy boards. The boards review and approve the projects that are included in the draft TIP that goes out for public review.
- PSRC employs a comprehensive public involvement process for TIP development that makes use of a variety of media and digital outreach.
- The TIP is amended monthly from January-October, to ensure continuity of project funding align with the WSDOT STIP's monthly amendment schedule.
- While PSRC has not had as much involvement in types of safety projects that are prioritized and chosen by WSDOT, all projects now tagged for inclusion in the TIP for 2025-2026 will have an added evaluation metric for safety and proven countermeasures.



**Corrective Actions**

None

**Recommendations/Commendations**

- The Federal Review Team commends PSRC for the development of a comprehensive TIP that is easily understandable to the general public, and for continuing to update the existing TIP guidance document; “Policy and Procedures Guide for the TIP.”
- The Federal Review Team commends PSRC for developing and continuing to use the TIP tracking tool for projects. This tool allows PSRC to be proactive in noting any future project delays, which allows for the efficient management of Federal funds between projects.

**9. Financial Planning/Fiscal Constraint****Regulatory Basis**

23 CFR 450.324(g)(11) identifies the requirements for financial plans of Metropolitan Transportation Plans, which include: revenue estimates cooperatively developed among the State, MPO and transit operator; revenue estimates including public and private sources that are committed, available, or reasonably expected to be available; system-level estimates of operation and maintenance costs for Federally supported facilities and services; cost and revenue estimates incorporating inflation rates reflecting year-of-expenditure dollars; and the quality and period review of cost estimates.

**Findings**

- PSRC has continued to further develop its long-term financial plan and has included additional detail supporting justification of future revenues. The long-term financial plan includes additional detail to support justification of future revenue assumptions and documents why these assumptions should be considered reasonable.
- PSRC participated in a peer review of the financial strategy methodology and inputs. The peer review panel consisted of representatives from cities, counties, a transit agency, and WSDOT. In addition, two MPOs from other parts of the country participated, Portland Metro and Atlanta Regional Council. The peer review panel confirmed PSRC’s approach and data sources utilized to develop the financial strategy.
- The Metropolitan and Regional Transportation Plan forecasts that 84 percent of the plan’s projects and programs can be covered by existing (current law) revenues. To cover the remainder, the plan identifies the potential revenue sources and the anticipated steps necessary to implement.
- PSRC plans to train member jurisdictions on the new discretionary funding programs associated with BIL, which will allow for a region wide understanding of Federal funding.
- PSRC is offering technical assistance to any local jurisdictions who are unsure of how to meet Federal requirements when receiving and spending Federal funds.

**Corrective Actions**

None

### Recommendations/Commendations

- The Federal Review Team recommends that PSRC remain diligent on pursuing potential new revenue sources to fully support plan needs. Further work should be pursued to establish a more comprehensive implementation plan for each funding source, including roles and responsibilities at the local, regional, and state level.

## 10. Public Participation

### Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

Under Title VI of the Civil Rights Act (ref. 49 CFR Part 21.5), no person shall be excluded from participating in, denied the benefits of, or subjected to discrimination (intentional or unintentional) by an entity receiving Federal financial assistance.

Federal Executive Order 12898 (Environmental Justice) requires, among other things, that public documents, are concise, understandable, and readily accessible to the public.

### Findings

- The Public Participation Plan (PPP) may be used by the public to identify how to become involved in PSRCs public participation process. Many of the terms used within the document may not be accessible to the layperson or those with disability considerations.
- The PPP and PSRC’s website may be used by the public to identify how to serve on committees or boards. Currently, the public has to use the search function on PSRC’s website to locate blog posts that explain how to join a PSRC policy board.
- On page 30 of the PPP it states, “PSRC welcomes and responds to all public comments.” Strategy 3.4 on page 41 of the Plan outlines that “in many cases PSRC responds to public comment in writing.” As a result of this language inconsistency, whether or not the public can anticipate a response from PSRC may be confusing.

## Corrective Actions

None

## Recommendations/Commendations

- The Federal Review Team recommends a glossary of frequently used planning terms, acronyms and/or terms of art, commonly used in the planning process such as ADA, Title VI, EJ and LEP be included in the PPP. PSRC may consider convening community stakeholders who do not have backgrounds in transportation and those with disability considerations to identify which terms to include in the glossary.
- The Federal Review Team recommends the PPP be edited to include how the public can access opportunities to serve on committees or policy boards. Additionally, the Federal Review Team recommends PSRC update their website to include this information in an easily accessible location.
- The Federal Review Team recommends PSRC clearly outline what types of comments (questions) will receive a response and which comments (statements) won't receive a response.
- The Federal Review Team commends PSRC for developing a robust, thoughtful, and intentionally inclusive PPP. A noteworthy element of the plan is compensating community stakeholders and focus groups for sharing their time and lived experience to inform PSRC's book of business. This approach helps mitigate the historical financial barriers that have impeded marginalized populations from participating in stakeholder engagement and begins to create a balance with communities by moving away from an uncompensated knowledge extraction process toward establishing right-relationship grounded in reciprocity.

## 11. Civil Rights (Title VI, EJ, LEP, ADA)

### Regulatory Basis

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. Specifically, 42 U.S.C. 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The Civil Rights Restoration Act of 1987 restored the original intent of Title VI to cover the entire operations of recipients/subrecipients regardless of funding source. In addition to Title VI, other nondiscrimination statutes afford legal protection. These statutes include: Section 162(a) of the Federal-aid Highway Act of 1973 (23 USC 324), Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act (ADA) of 1990.

49 CFR Part 27 are USDOT's regulations pertaining to implementation of Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended. Section 504 prohibits discrimination on the basis of disability such that "No otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

49 CFR Part 27.19 requires recipients to also comply with the Americans with Disabilities Act (42 U.S.C. 12101-12213) including the Department’s ADA regulations (49 CFR Parts 37 and 38), the regulations of the Department of Justice implementing Titles II and III of the ADA (28 CFR Parts 35 and 36), and the regulations of the Equal Employment Opportunity Commission (EEOC) implementing Title I of the ADA (29 CFR Part 1630). ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs Federal agencies to develop strategies to address disproportionately high and adverse human health or environmental impacts of their programs on minority and/or low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in transportation programs and activities. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority populations, be sought out and considered.

Executive Order #13166 (Limited English Proficiency) requires Federal agencies to ensure, consistent with Title VI, that persons who are limited in English proficiency (LEP) have meaningful access to the programs, services, and activities of Federal recipients and sub-recipients.

### **Findings**

- USDOT Standard Title VI Assurances are not attached to PSRC’s Title VI Plan, but are included as an appendix to PSRC’s Annual Report.
- PSRC’s provides an LEP notification to the public. The LEP notification does not include language indicating services are “free of charge” which may result in the public not requesting language services because they perceive cost as a barrier to accessing services.

### **Corrective Actions**

None

### **Recommendations/Commendations**

- The Federal Review Team recommends PSRC attach USDOT Standard Title VI Assurances Appendices A-E to the Title VI Plan.
- The Federal Review Team recommends PSRC revise the LEP public notification to include language notifying the public that interpretation and translation services are “free of charge”.

## Appendix A: 2022 TMA Certification Review Letter



2022 PSRC TMA  
Federal Certification

Attachment: 07b\_2022 PSRC TMA Cert Report - Final 09.26.22 (3556 : Federal Partners Report on TMA Certification Report)

## Appendix B: Certification Review Attendees

All meetings were held via a hybrid meeting approach, with an option for on-site attendance or virtual participation, with accessibility for all participants.

July 12th and July 20th, 2022: PSRC TMA Certification Review Meetings

### Meeting Attendees

#### **Federal Review Team:**

Ned Conroy, Federal Transit Administration, Region 10  
 Mark Stojak, Federal Transit Administration, Region 10  
 Ralph Rizzo, Federal Highway Administration, Washington Division  
 Sharon Love, Federal Highway Administration, Washington Division  
 Matt Kunic, Federal Highway Administration, Washington Division  
 Autumn Young, Federal Highway Administration, Washington Division  
 Kelley Dolan, Federal Highway Administration, Washington Division

#### **PSRC Staff:**

Josh Brown, Executive Director  
 Nancy Buonanno Grennan, Deputy Executive Director  
 Kelly McGourty, Director of Transportation Planning  
 Ben Bakkenta, Director of Regional Planning  
 Paul Ingraham, Director of Growth Management  
 Craig Helmann, Director of Data  
 Robin Koskey, Director of Government Relations and Communications  
 Gil Cerise, Program Manager  
 Andrew Werfelmann, Budget Manager  
 Lili Mayer, Finance Manager

#### **WSDOT Staff:**

Cliff Hall, Washington State Department of Transportation, Headquarters

## Appendix C: Public Outreach Survey and Results/Comments



Survey\_Responses\_  
Report.pdf



## Puget Sound Regional Council

### **ACTION ITEM**

October 20, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Adoption of the 2023-2026 Regional Transportation Improvement Program**

### **IN BRIEF**

The Draft 2023-2026 Regional Transportation Improvement Program (TIP) was released for public review and comment on September 8, 2022. The comment period will continue through October 27, when the Executive Board is scheduled to take action on the final TIP. The 2023-2026 TIP includes the projects approved by the Executive Board in July as part of PSRC's 2022 project selection process, as well as projects with local, state and other federal funds expected to be utilized during this timeframe. The TIP document also includes a positive air quality conformity finding, background on the project selection process, an equity analysis, and additional information.

At its meeting October 13, the Transportation Policy Board recommended Executive Board adoption of the 2023-2026 Regional TIP. A summary of comments received as of October 20 is included in Attachment A; any additional comments received by the October 27 Executive Board meeting will be provided at that time.

### **RECOMMENDED ACTION**

The Executive Board should adopt the 2023-2026 Regional TIP, including the following actions and findings:

#### **A. Compliance with State and Federal Requirements**

PSRC finds that the 2023-2026 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 2023-2026 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 2023-2026 Regional TIP for which PSRC has project selection responsibilities. These include projects with Surface Transportation Block Grant Program (STP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), 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.

**DISCUSSION**

The Regional TIP is required under federal and state legislation and helps to ensure that transportation projects in the region are meeting regional policies and federal and state requirements such as those under the Clean Air Act. The TIP is a four-year program of projects that must be updated at least every four years. In the central Puget Sound region, a new TIP is created after each project selection process for PSRC's federal funds, which occurs usually every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects in the region, regardless of funding source.

Documentation of the 2022 project selection process and the development of the new 2023-2026 Regional TIP has been available on PSRC's website throughout the year. In addition, major action items taken by the boards, such as approval of the *2022 Policy Framework for PSRC's Federal Funds* in January and approval of the recommended projects in July, have been featured in PSRC's *At Work* publication, which is sent to board and committee members, legislators, and interested parties.

Consistent with PSRC's Public Participation Plan, the Draft 2023-2026 Regional TIP was released for a public comment period on September 8, 2022. In addition to detailed project information, the TIP includes documentation on the project selection process for PSRC's federal funds, the positive air quality conformity finding of the Regional TIP, an equity analysis, details on the financial information contained in the TIP, and other data. A news release was sent to local newspapers and media outlets, and the draft TIP was provided to major libraries in the region. Full documentation is available on PSRC's website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>, including an interactive web map with information on each project.

Public comments received through October 20 are included in Attachment A. PSRC responds to every comment submitted, and comments regarding specific projects are also forwarded to the appropriate project sponsor for additional response. Any additional comments received by the October 27 Executive Board meeting will be provided at that time.

Once a new TIP is adopted, sponsors are offered the opportunity to update existing projects or add new projects on a monthly basis. New projects and existing projects adding a future phase must be approved by PSRC's Boards, with the exception of those projects that are not regionally significant (i.e., not required to be on the Regional Transportation Plan Regional Capacity Project list<sup>1</sup>) and with a total project cost less than \$3 million. PSRC staff has been authorized to administratively approve these projects, along with amendments to existing projects in the approved TIP that are not adding a new phase.

Upon approval by the Executive Board, the 2023-2026 Regional TIP will be forwarded to the state, with state and federal approvals expected in January 2023. Activity on existing projects since the Draft TIP was prepared will be incorporated into this final submittal and total dollar figures for the 2023-2026 TIP will be updated at that time.

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

Attachments:

08a\_2023-26 TIP Public Comments  
08a1\_Rev Comprehensive Plan Input  
08a2\_BSD District 9-28-22

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<sup>1</sup> Refer to <https://www.psrc.org/sites/default/files/2022-02/rtp-201806regionalcapacityprojectlistthresholds.pdf> for identification of which projects fall above and below this threshold.

**ATTACHMENT A: PUBLIC COMMENTS ON THE DRAFT 2023-2026 REGIONAL TIP**  
 Reflecting all comments received through October 20, 2022

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

**Comment 1:**

Kathleen Pozarycki, Snohomish County

Thank you for the opportunity to comment. I'd like to see a more clear linkage for these projects to include multi-benefit projects that will include stormwater filtration (including things like rain gardens, rain swales, bridge filtration to filter 6-PPE Quinone) and water quality buffers to support riparian buffers where roads are adjacent to or near waterbodies. I'd like to see project that link up with priority fish passage culverts that are blocking or partially blocking fish passage. In this way, we can more holistically develop these transportation projects while benefits critical and endangered species and protecting and improving water quality. There's an option to suggest or require that the Transportation Projects meet Salmon Safe design criteria and also link up with the Puget Sound Partnership's Action Agenda priority of projects.

**PSRC Response to Comment 1:**

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC's Transportation Policy and Executive Boards for their review in October.

Sincerely,

Doug Cox, Principal Planner  
 Puget Sound Regional Council

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**Comment 2:**

Jakeh Roberts, City of Monroe

The City of Monroe supports the 2023-2026 TIP as proposed. Monroe looks forward to working with our local and regional partners to continue the successful allocation of resources for completion of important transportation system preservation and improvement projects in Monroe and throughout Snohomish County.

**PSRC Response to Comment 2:**

Thank you for your support of the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC’s Transportation Policy and Executive Boards for their review in October.

Sincerely,

Doug Cox, Principal Planner  
Puget Sound Regional Council

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**Comment 3:**

Jonathan Blubaugh

- 1) Terminate all spending on things that could loosely be described as "sound walls."
- 2) Terminate all spending on the West Seattle spur of the light rail extension.
- 3. Terminate all spending on the Ballard spur of the light rail extension.
- 4) Focus the savings on accelerating light rail buildout on the main lines to Tacoma and Everett.
- 5) Airport expansion for commercial passenger and cargo traffic must be first to McChord Field (we need to get the Air Force to agree to joint civil and military use) and second to Paine Field.
- 6) Terminate all consideration of any "greenfield" sites for new airports. The environmental costs are catastrophic.

**PSRC Response to Comment 3:**

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC’s Transportation Policy and Executive Boards for their review in October. Your comment will also be forwarded to Sound Transit for their information.

Sincerely,

Doug Cox, Principal Planner  
Puget Sound Regional Council

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**Comment 4:**

Bev Martin on behalf of Superintendent Tom Seigel, Bethel School District

Attachment: 08a\_2023-26 TIP Public Comments (3557 : Adoption of the 2023-2026 Regional Transportation Improvement Program)

Please see the attached from Superintendent Tom Seigel. He'd be happy to meet with you to discuss this.

**PSRC Response to Comment 4:**

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comments will be provided to PSRC's Transportation Policy and Executive Boards for their review in October. Your comments will also be forwarded to Pierce County and Pierce Transit for their information.

Sincerely,

Doug Cox, Principal Planner  
Puget Sound Regional Council

**Comment 5:**

Paul Marquardt, Bethel School District

The Bethel School District is made up of 202 square miles in South Pierce County. It makes up 1/9 of the landmass of the county. These 202 square miles have 124,000 residents which is 1/8 or 13.1% of the county population. Out of the 15 school districts in the county, we have the third largest number of student enrollments and we have the 2nd largest geographic area. We also have the honor of four legislative districts within our boundaries.

As 13.1% of our county's citizens live within the Bethel School Districts boundaries, one would expect that at minimum 13.1% of the county's resources would be found here. Unfortunately, this is not the case.

Transportation is our number one area that we urge the county to address. Pierce Transit currently has 251 miles of service within Pierce County. Families within the Bethel School District have access to only 3 miles of this service. It is one line coming down Pacific Avenue. This is merely 1.2% of Pierce Transits resources. There is zero access from the surrounding 202 square miles for our 124,000 residents. We urge the county to add much needed transportation for our families.

To further highlight the need for transit, only 9% of the roads in Bethel have sidewalks. Due to the lack of sidewalks and mass transit, families are required to drive themselves most anywhere they need to go. There are certain areas where it would make sense to have sidewalks to allow students to walk safely to and from school. Bethel has been attempting to obtain sidewalk funding from a variety of sources over the last 15 years. We have been successful in one and a half of these grant requests. If we had sidewalks

that connected to schools, it would reduce the need to transport 10,500 students daily and reduce the consumption of hundreds of thousands of gallons of fuel. We urge the county to invest in sidewalks and safe walking paths to schools, community centers, transit hubs, and parks. The Puget Sound Regional Council states: “Non-motorized transportation facilities including sidewalks, pathways and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile.” This objective has not been pursued within Bethel School District.

Another inequality that exists are county parks. Only three county parks are located in our region. All of them can only be reached by automobile. These three parks comprise only 1.8% of the county parks and not the 13.1% that would be an equitable distribution. Our 124,000 residents do not have access to parks, a swimming pool, a YMCA, or many other outdoor spaces and recreational facilities. The Puget Sound Regional Council states “adequate public infrastructure and services including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with the actual need...” We urge the county to fulfill its pledge and provide equity of access to these elements for a healthy community.

In addition to the lack of recreational facilities, our community is greatly lacking social and safety services. There is one library on the far south end of the district. There are 28 libraries in Pierce County. For there to be equity of access to this service there should be at least one more brought to our region. Further, there are zero health and human services offices and no Sheriff detachments. Considering the high crime rate and that 52% of our students receive free and reduced meals, which is a measurement of poverty, we urge the County to place Department of Social and Health Services and Sheriffs in Bethel.

The Bethel School District Region also has no college or university. As a result, many students have been denied the opportunity to participate in the “Running Start” program, where the state pays tuition to allow high school students to attend college. This is further compounded by the lack of transit systems. Our students are not able to take transit to universities unless they have their own vehicle. This is a huge barrier for our families in poverty and even middle class families that cannot afford an extra vehicle.

Bethel, although an educational institution, has taken on the task to help ameliorate some of these problems. Specifically, we reversed the access model for Pierce College and invited the college to come teach at two of our high schools (SLHS & GKHS). As a result, 10% of our 1000 June 2022 graduates received an Associate Degree from Pierce College, as well as their high school diploma, saving each family \$10,000 in tuition costs. While these 100 students earned their Associates Degree, many others experienced success and gained college credits and local area adults also benefited by access to these courses.

In order to help entice human services to this area, for decades Bethel has had a Family Support Center located at Challenger High School. This facility can be used free of charge by nonprofit, charitable or governmental entities that provide services and support to the families and students in Bethel. In addition to the current Bethel Family Center, a new center will be built on Pacific Avenue as a result of federal funding. We have also requested funds to modify an existing building to be used for the same purpose in Graham.

In addition to these fixed-site family support centers, we have modified four vehicles (BOB - the Bethel Outreach Bus) to go into low income neighborhoods, including trailer parks, to bring services and materials to community members in need. Donated materials include school supplies, food, clothing, furniture, wheelchairs and medical supplies. Many of the donated items were donated through coordination with our area's Faith Leaders. Further, we have been joined with doctors that provided medical advice. Twenty-five of these events have been held this year helping 2,500 residents.

"Pierce County's Healthy Youth Survey" shows our students have significant health, dental and behavioral health issues above the county average. Because of the lack of hospital access and local clinics, we have undertaken the process of building School-Based Health Clinics at three of our school sites. We have one operating at Bethel Middle School that supports the 3,500 students in the area. We currently have a clinic under construction at Graham-Kapowsin High School and will be building a third clinic at Spanaway Middle School. Each of these clinics can support about 3,500 students.

For the past two decades, Bethel has grown at the rate of about 2,000 new residents and 300 new students per year. The recent change in zoning will further increase the total number of residents and students beyond previous projections. Based on the maximum density of housing permitted, we could have an additional 5,400 new students beyond current projections. That is the equivalent of 10 new elementary schools. This would be in addition to the current projected growth of 300 students per year.

It is a critical time in our region. We must act now to ensure the residents within the Bethel community "have access to the resources and opportunities to improve their quality of life".

Again, we urge the county to expand transportation to our community. Prioritize parks, natural spaces, and sidewalks. Support bringing resources such as the YMCA, swimming pools and recreational facilities to the Bethel community. And bring an equitable share of resources like health and family services, libraries, colleges and Sheriff detachments to Bethel.

Bethel is doing what we can to help address these inequities. It is clear that the county needs to focus on this region and provide it with the same level of access and resources as it does for other areas of Pierce County. The Bethel School District is willing to be a

partner in these efforts. We would love to discuss opportunities for Pierce County to join some of our outreach efforts listed above and we are willing to provide space in our family centers for health and social services.

Together, we can accomplish Pierce County's goal of Equity for all. We must act now!

**PSRC Response to Comment 5:**

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comments will be provided to PSRC's Transportation Policy and Executive Boards for their review in October. Your comments will also be forwarded to Pierce County and Pierce Transit for their information.

Sincerely,

Doug Cox, Principal Planner  
Puget Sound Regional Council

**Comment 6:**

Andy Galuska, City of Sultan

The City of Sultan is completing a yearlong public outreach program on improvements to the US2 corridor through the city. This section of US2 is a major regional travel corridor as well as the only road connecting the east and western halves of the City of Sultan. Congestion on this section causes regular, significant delays on Fridays and Sundays, and congestion on weekdays has been rising in recent years. We would ask that PSRC consider including improvements to this corridor in the TIP. More information on the project can be found on our website: <https://ci.sultan.wa.us/348/US-2-Alternatives-Analysis-and-Public-En>

**PSRC Response to Comment 6:**

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP).

The TIP provides a summary of current transportation projects within the region that have secured the necessary funding for implementation within the TIP's four-year timeframe. These projects are funded with federal, state, and local funds, including the most recent federal grants awarded through PSRC, as well as state and federal grants from other sources. A project phase must have secured funds in order for an agency to program it in the TIP – the TIP itself does not allocate funds to projects.



In our region, a new TIP is created every two years and goes through a major update each year in-between, as well as accepting amendments on a monthly basis.

Projects that meet the following criteria are included in the TIP:

- The project has been developed through a planning process and is consistent with the Regional Transportation Plan (RTP);
- The project is using federal and/or state funds, or is funded locally AND is considered regionally significant; and
- The project's funds are scheduled for use within the four-year timespan of the current TIP.

While the corridor project is being developed through a local planning process, currently WSDOT Northwest Region has listed US-2 widening within Sultan as an unprogrammed regional capacity project in the RTP (project ID: 4178). It is noted that the City has moved forward with intersection improvements along US-2 that are considered programmatic and consistent with the RTP; however, the overall widening project cannot be implemented until it is submitted by WSDOT to the RTP's financially constrained list. For regional capacity projects included on the RTP's financially constrained list, project phases can be programmed into the TIP as soon as funding is secured. PSRC encourages the City to continue to work with WSDOT regarding the RTP status and potential implementation of this project.

More information about the TIP is available at PSRC's website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>

Your comments will be provided to PSRC's Transportation Policy and Executive Boards for their review in October. Your comments will also be forwarded to WSDOT for their information.

Sincerely,

Doug Cox, Principal Planner  
Puget Sound Regional Council

“ *Equity is achieved when **all people** - regardless of race, ethnicity, gender, sexual orientation, income, neighborhood, or other factor - have **access to the resources and opportunities to improve their quality of life**, allowing them to reach their full potential and **participate in the vibrant communities of Pierce County.*** ”

- Pierce County Equity Initiative

This equity statement from Pierce County is clear on the need for access to resources for equity for all. The problem of access for the Bethel School District area is that there is very little County resources in Bethel and the transportation network to access it elsewhere in the county is inadequate.

The Bethel School District is made up of 202 square miles in South Pierce County. It makes up 1/9 of the landmass of the County. These 202 square miles have 124,000 residents which is 1/8 or 13.1% of the County population. Of the 15 school districts in Pierce County,

Bethel School District has the third largest student enrollment and the 2nd largest geographic area. There are four county representative districts within our boundaries.

As 13.1% of our County's citizens live within the Bethel School Districts boundaries, one would expect that approximately 13.1% of the County's resources would be found here. That is not the case.

Transportation is the number one area that we urge the County to address. Pierce Transit currently has 251 miles of service within Pierce County. Families within the Bethel School District have access to only 3 miles of this service on one line on Pacific Avenue. This is merely 1.2% of Pierce Transit routes.

To further highlight the need for transit, only 9% of the roads in Bethel have sidewalks. Due to the lack of sidewalks and mass transit, families are required to drive most anywhere they need to go. There are certain areas where it would make sense to have sidewalks to allow students to walk safely to and from school. Bethel has been attempting to obtain sidewalk funding from various sources over the last 15 years. We have been successful in one and a half of these grant requests. If we had sidewalks connected to schools, it would reduce the need to transport 10,500 students daily and reduce the consumption of hundreds of thousands of gallons of fuel. We urge the County to invest in sidewalks and safe walking paths to schools, community centers, transit hubs, and parks. The Puget Sound Regional Council states: “Non-motorized transportation facilities including sidewalks, pathways and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile.” This objective has not been pursued within Bethel School District.

Another inequality that exists are County parks. Only three County parks are located in our region and can only be reached by automobile. These three parks comprise 1.8% of the County parks and not the 13.1% that would be an equitable distribution. Our 124,000 residents do not have access to a swimming pool, a YMCA, or many other outdoor spaces and recreational facilities. The Puget Sound Regional Council states “adequate public infrastructure and services

including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with the actual need..." We urge the County to fulfill its pledge and provide equity of access to these elements for a healthy community.

In addition to the lack of recreational facilities, our community greatly lacks social and safety services. There is only one library on the far south end of the district. There are 28 libraries in Pierce County, and our fair share would have three more. There should be at least one more library in to our region. Further, there are no health and human services offices nor Sheriff detachments. Considering the high crime rate and that 52% of our students receive free and reduced meals, (a measurement of poverty) we urge the County to place Department of Social and Health Services and a Sheriff Detachment in Bethel.

The Bethel School District area also has no college or university. As a result, many students have been denied the opportunity to participate in the "Running Start" program, where the state pays tuition to allow high school students to attend college. The lack of an adequate public transit system compounds this access as our students cannot get to the colleges unless they have their own vehicle. This is a barrier for our families in poverty and even middle-class families that cannot afford an extra vehicle.

Bethel, although an educational institution, has taken on the task of helping ameliorate some of these problems. Specifically, we reversed the access model for Pierce College and invited the college to teach at two of our high schools (SLHS & GKHS). As a result, 10% of our 1000 June 2022 graduates received an Associate Degree from Pierce College, as well as their high school diploma, saving each family \$10,000 in tuition costs. While these 100 students earned their Associate Degree, many others experienced success and gained college credits, and local area adults also benefited by access to these courses.

In order to help entice human services to this area, for decades Bethel has had a Family Support Center located at Challenger High School. This facility can be used free of charge by nonprofit, charitable or governmental entities that provide services and support to the families and students in Bethel. In addition to the current Bethel Family Center, a new center will be built on Pacific Avenue as a result of federal funding. We have also requested funds to modify an existing building to be used for the same purpose in Graham.

In addition to these fixed-site family support centers, we have modified four vehicles (BOB - the **Bethel Outreach Bus**) to go into low income neighborhoods, including trailer parks, to bring services and materials to community members in need. Donated materials include school supplies, food, clothing, furniture, wheelchairs, and medical supplies. Many of the items were donated through coordination with our area's Faith Leaders group. Further, we have been joined with doctors that provided medical advice. Twenty-five of these events have been held this year helping 2,500 residents.

"Pierce County's Healthy Youth Survey" shows our students have significant health, dental and behavioral health issues above the County average. Because of the lack of hospital access and

local clinics, we have undertaken the process of building School-Based Health Clinics at three of our school sites. We have one operating at Bethel Middle School that supports the 3,500 students in the area. We currently have a clinic under construction at Graham-Kapowsin High School and will be building a third clinic at Spanaway Middle School. Each of these clinics can support about 3,500 students.

For the past two decades, Bethel has grown at the rate of about 2,000 new residents and 300 new students per year. The recent change in zoning will further increase the total number of residents and students beyond previous projections. Based on the maximum density of housing permitted, we could have an additional 5,400 new students beyond current projections. That is the equivalent of 10 new elementary schools. This would be in addition to the current projected growth of 300 students per year.

It is a critical time in our region. We must act now to ensure the residents within the Bethel community “have access to the resources and opportunities to improve their quality of life”.

Again, we urge the County to expand transportation to our community. Prioritize parks, natural spaces, and sidewalks. Support bringing resources such as the YMCA, swimming pools and recreational facilities to the Bethel community. And bring an equitable share of resources like health and family services, libraries, colleges, and Sheriff detachments to Bethel.

Bethel is doing what we can to help address these inequities. It is clear that the County needs to focus on this region and provide it with the same level of access and resources as it does for other areas of Pierce County. The Bethel School District is willing to be a partner in these efforts. We would love to discuss opportunities for Pierce County to join some of our outreach efforts listed above and we are willing to provide space in our family centers for health and social services.

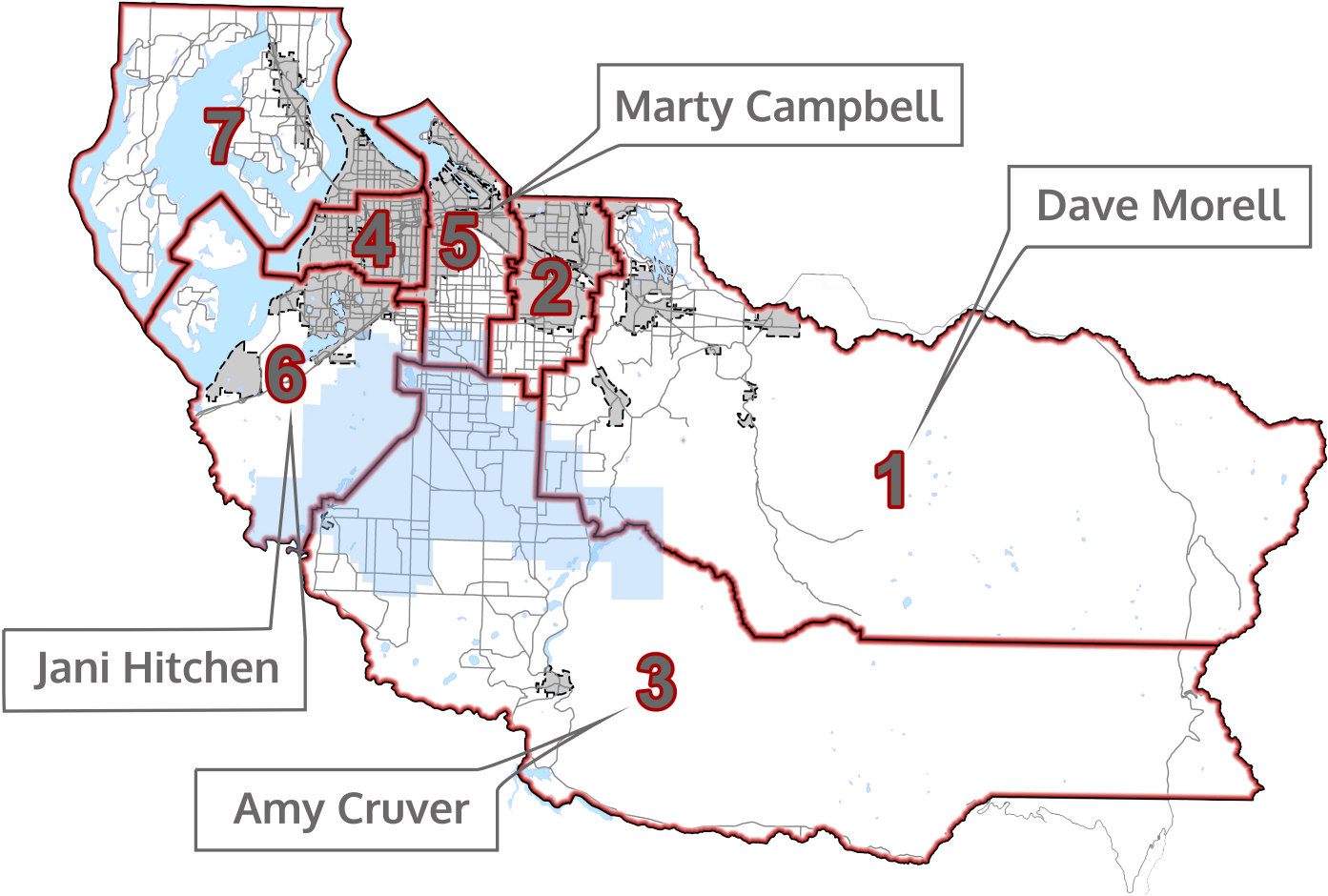
Together, we can accomplish Pierce County's goal of Equity for all. We must act now!

“*Equity is achieved when **all people** - regardless of race, ethnicity, gender, sexual orientation, income, neighborhood, or other factor - have **access to the resources and opportunities to improve their quality of life**, allowing them to reach their full potential and **participate in the vibrant communities of Pierce County.**”*

- Pierce County Equity Initiative



# Pierce County Council Districts



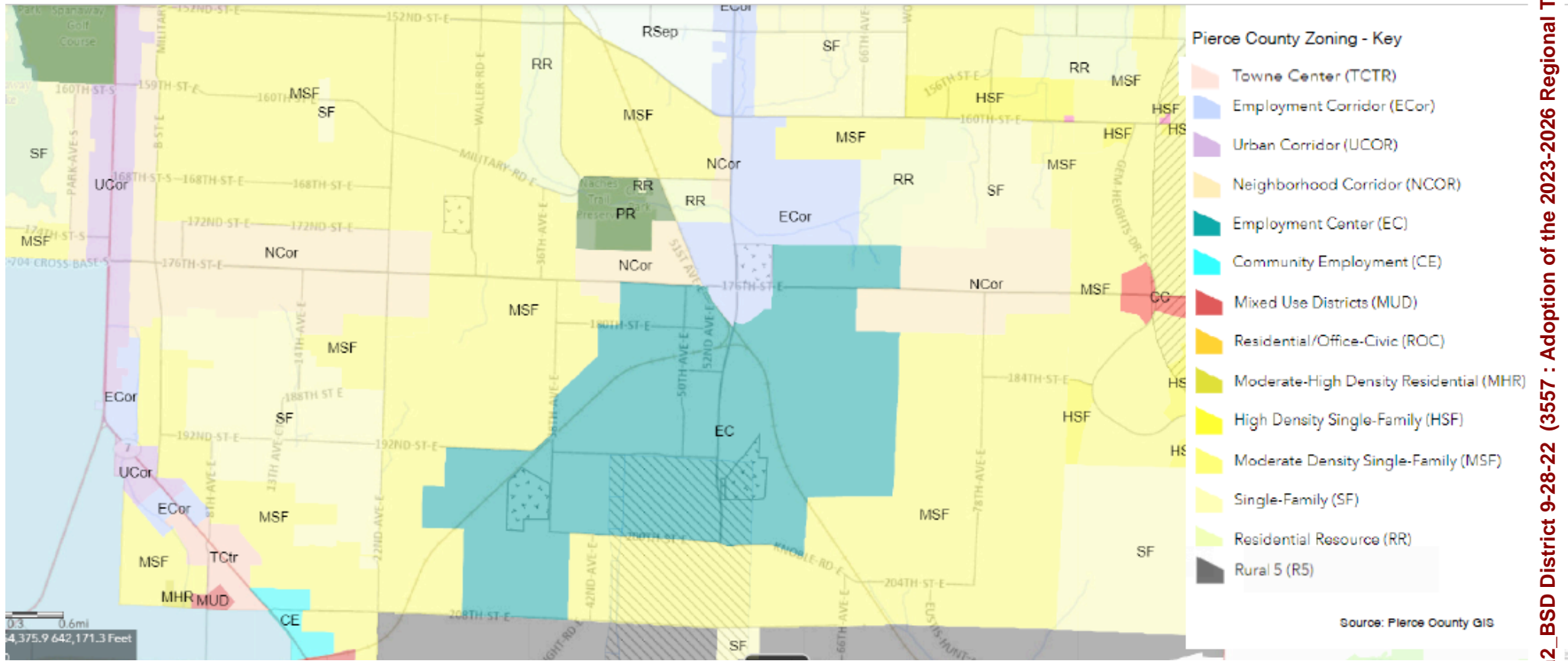
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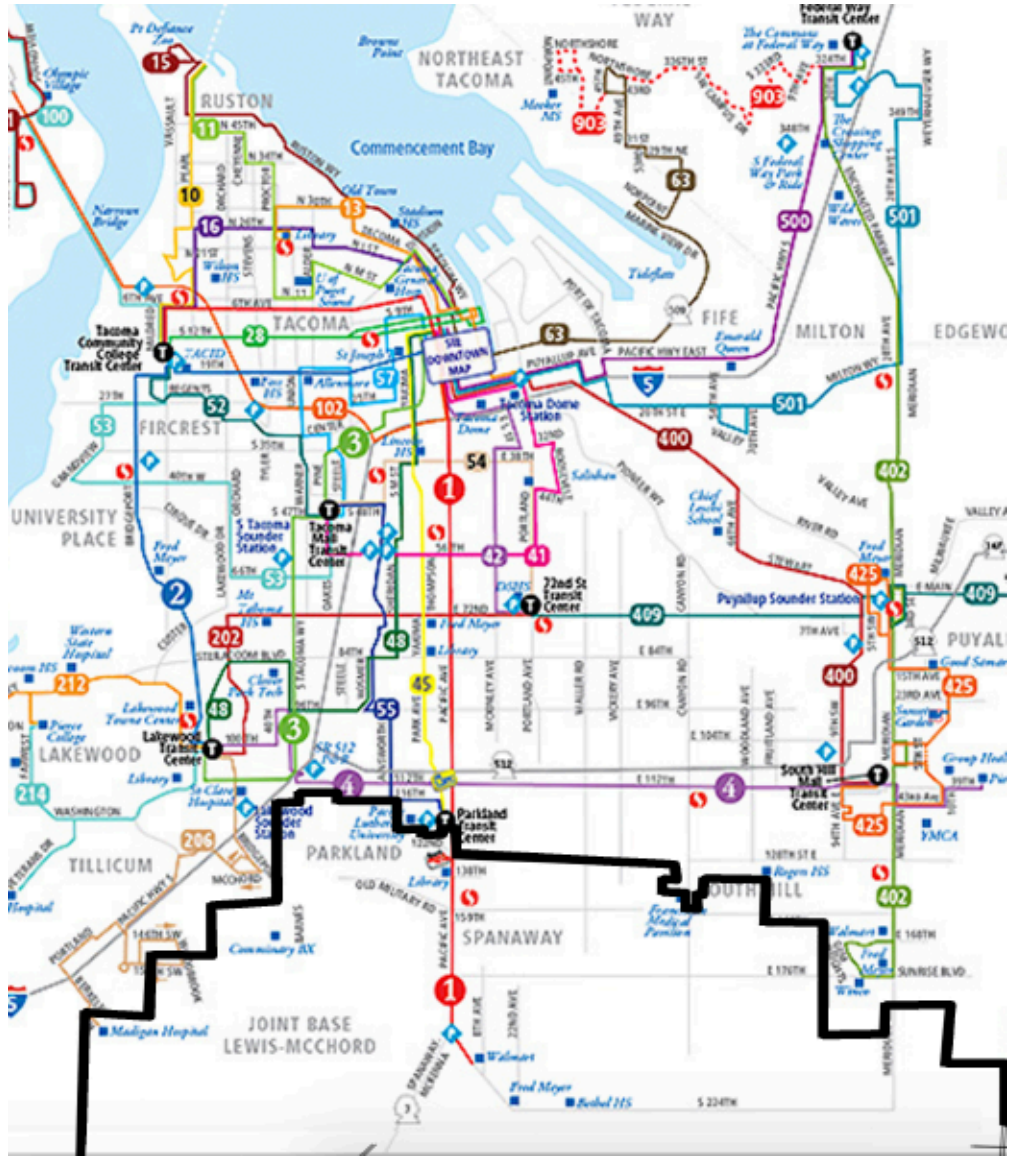
946,310 (2022) Pierce County  
124,000 (13.1%) Bethel

“ Equity is achieved when **all people** - regardless of race, ethnicity, gender, sexual orientation, income, neighborhood, or other factor - have **access to the resources and opportunities to improve their quality of life**, allowing them to reach their full potential and **participate in the vibrant communities of Pierce County.** ”

- Pierce County Equity Initiative







Attachment: 08a2\_BSD District 9-28-22 (3557 : Adoption of the 2023-2026 Regional Transportation

# Pierce Transit

251 miles of bus service  
3 miles (1.2%) in Bethel

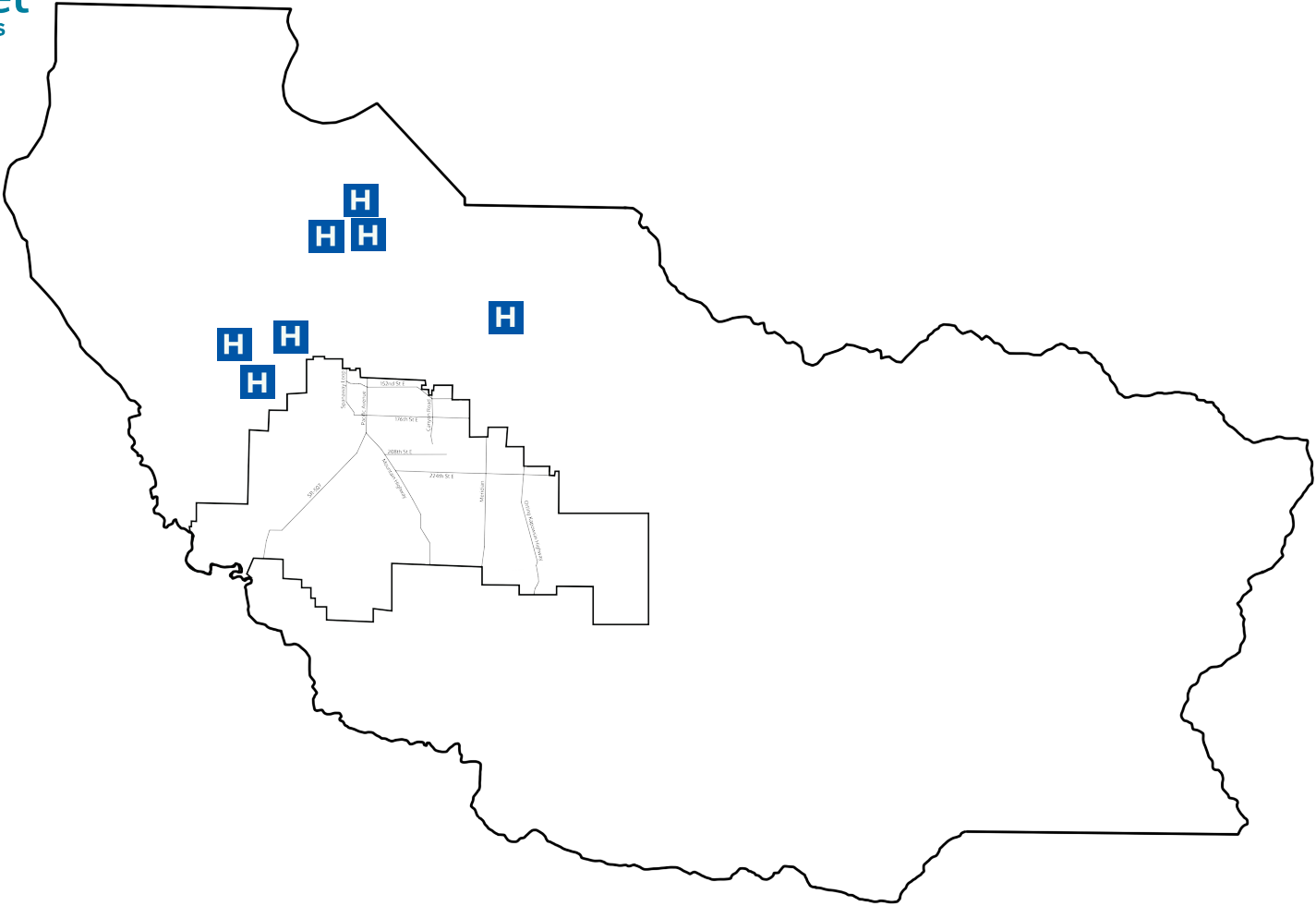
Adequate public infrastructure and services including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with actual need;



Neighborhoods will be more livable with new developments being designed in a manner which supports interaction of residents and pedestrian mobility, and existing neighborhoods protected from incompatible or more intense uses;



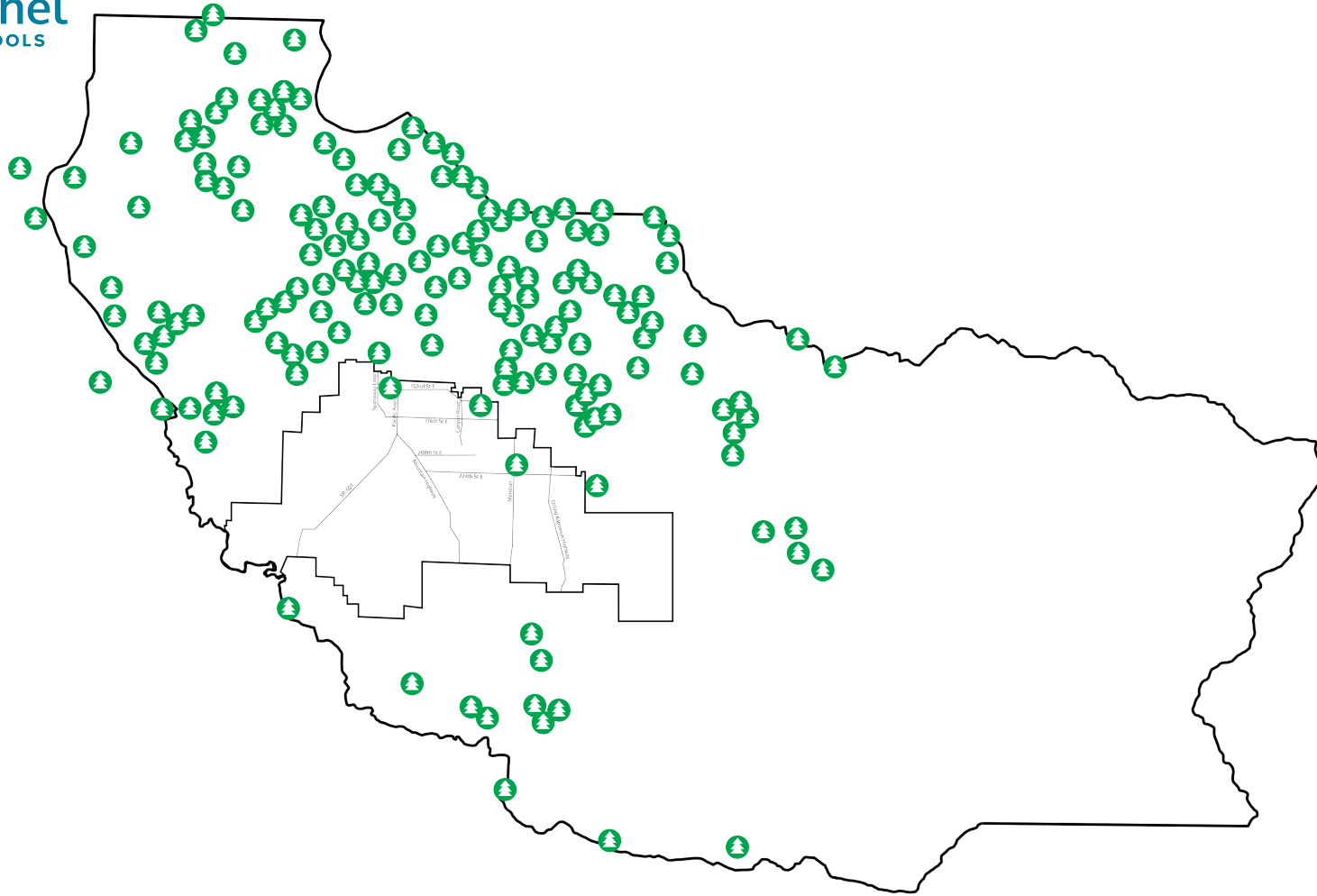
Pierce County Hospitals





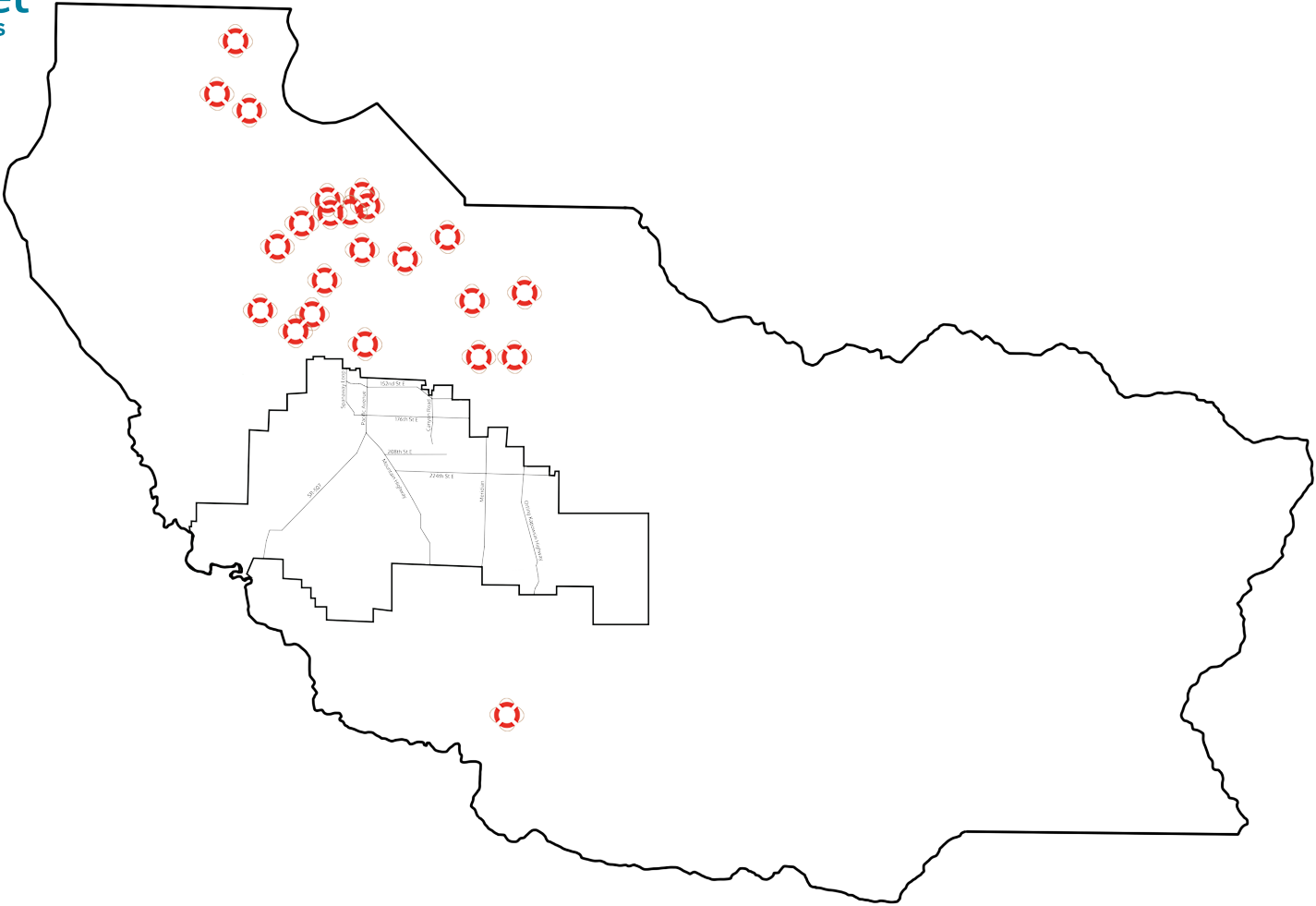
Pierce County Parks

3 of 171 (1.8%)





Pierce County Pools

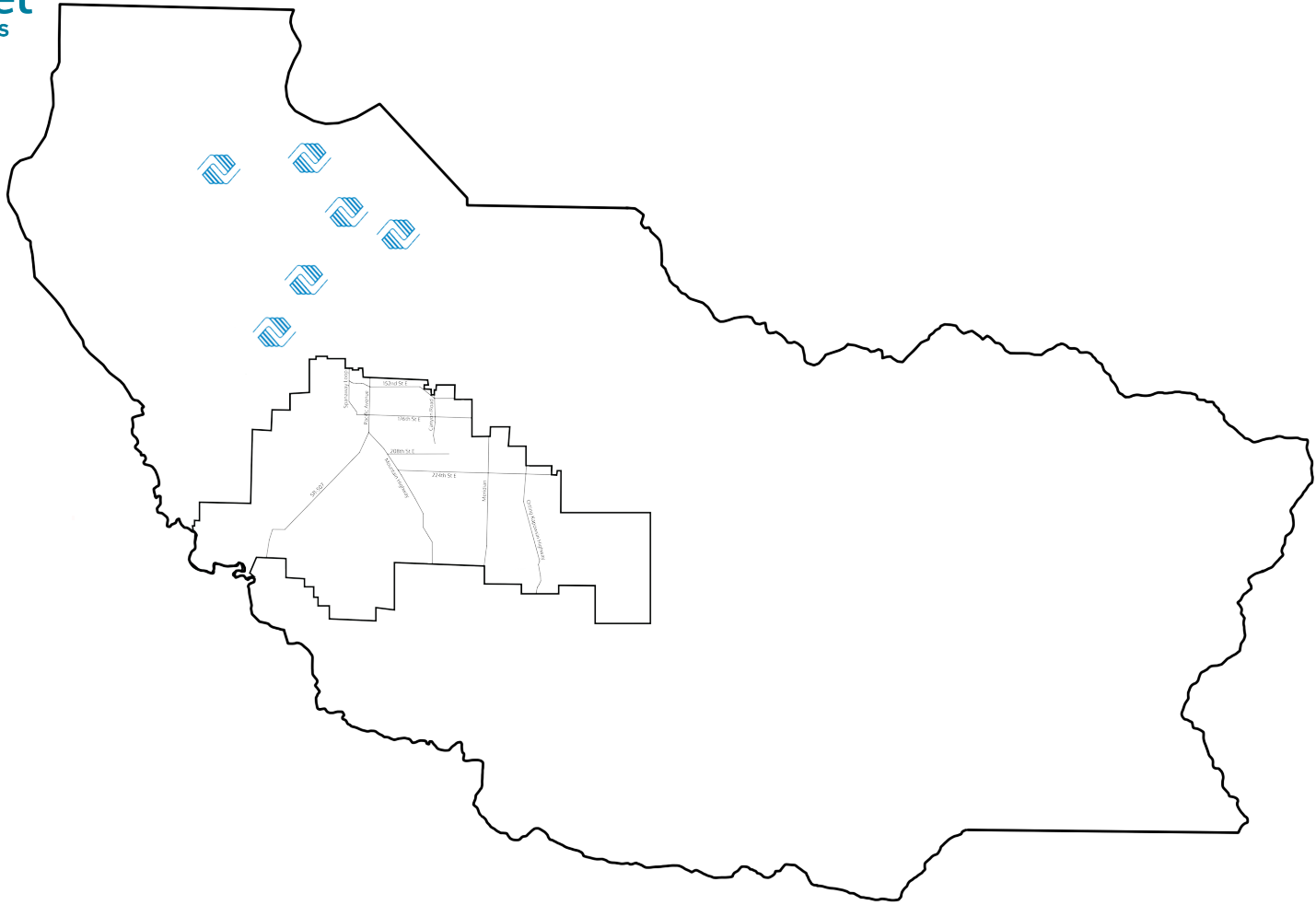








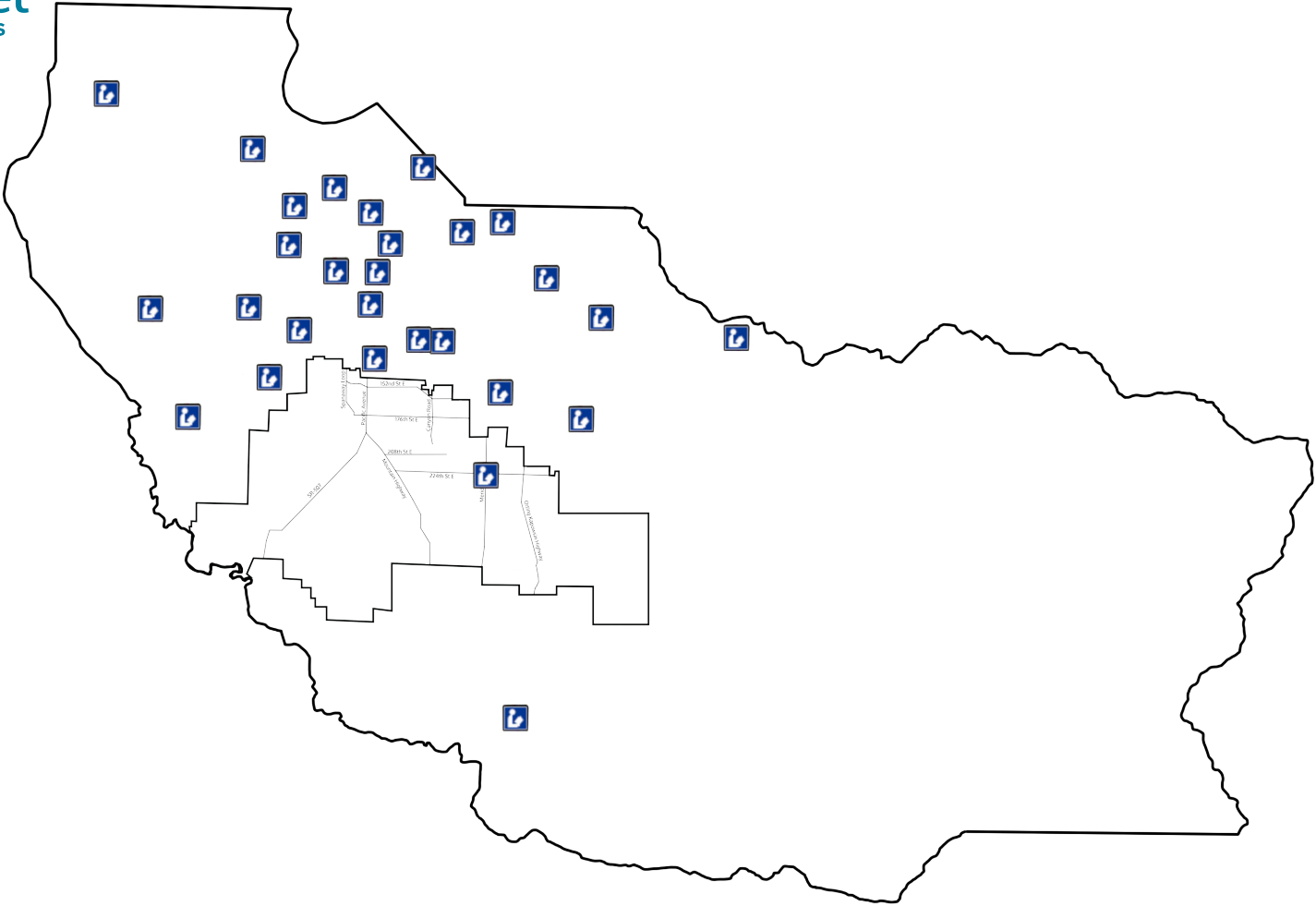
Pierce County – Boys & Girls Club Locations





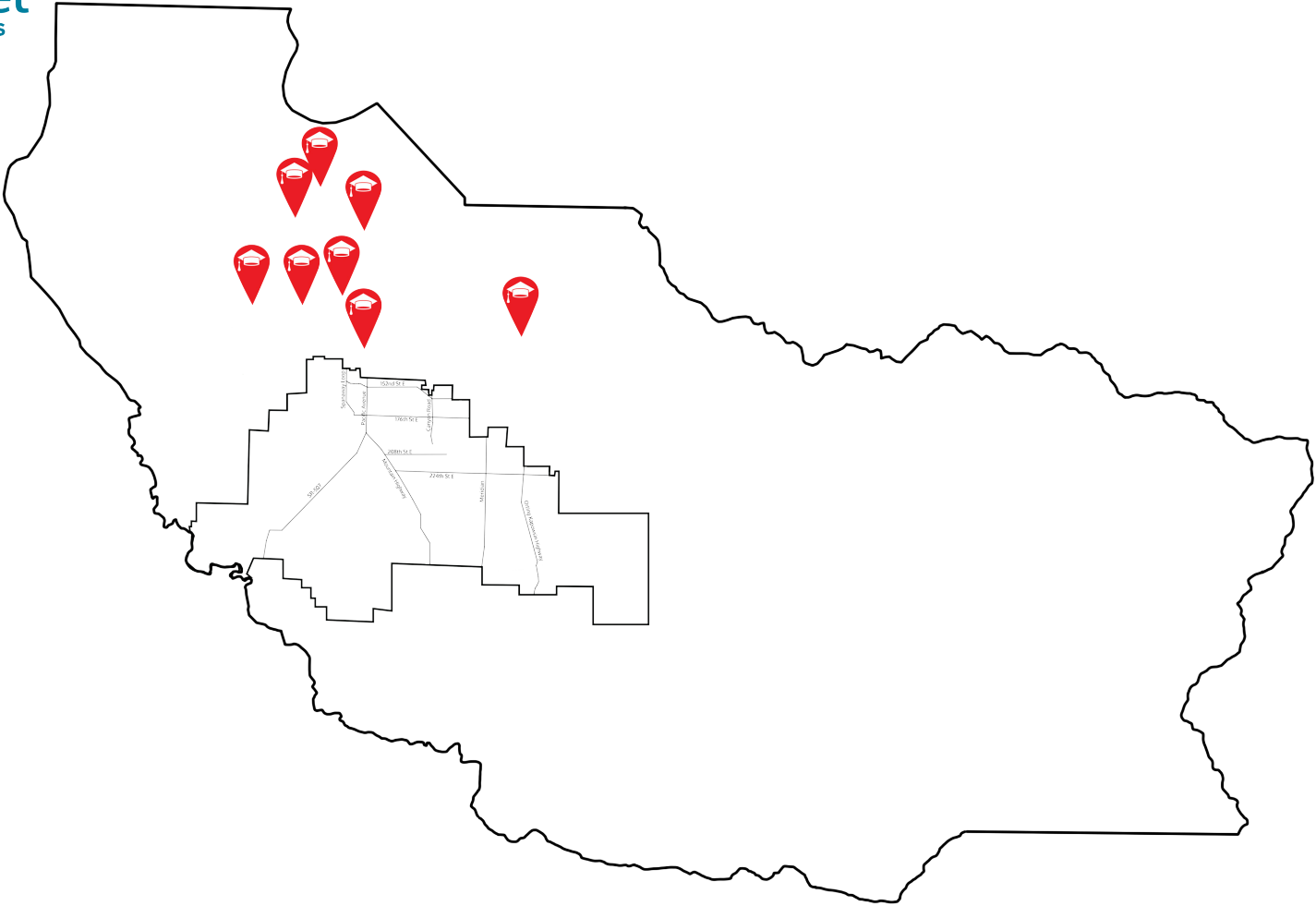
Pierce County Libraries

1 of 28 (3.6%)



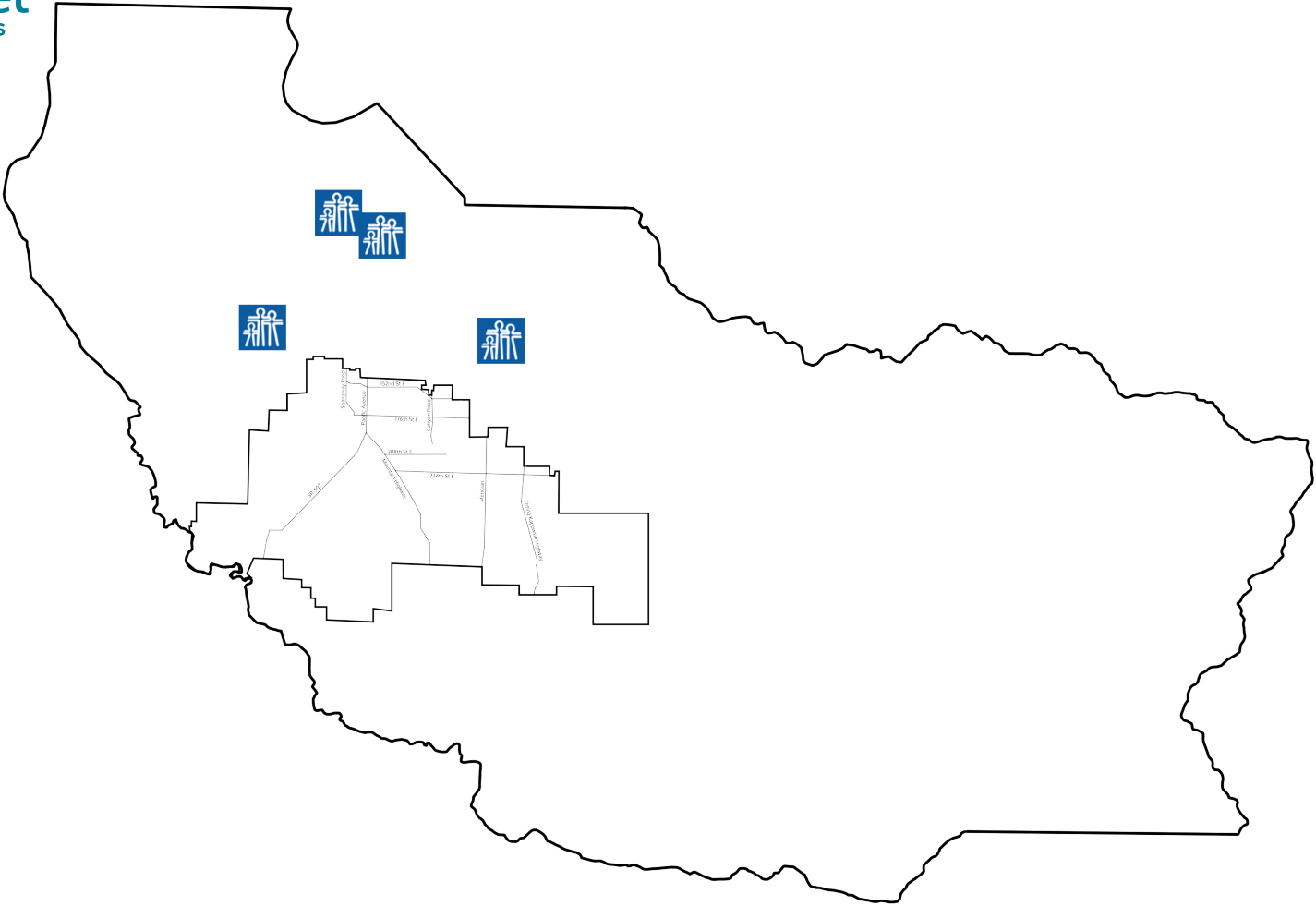


Colleges & Universities

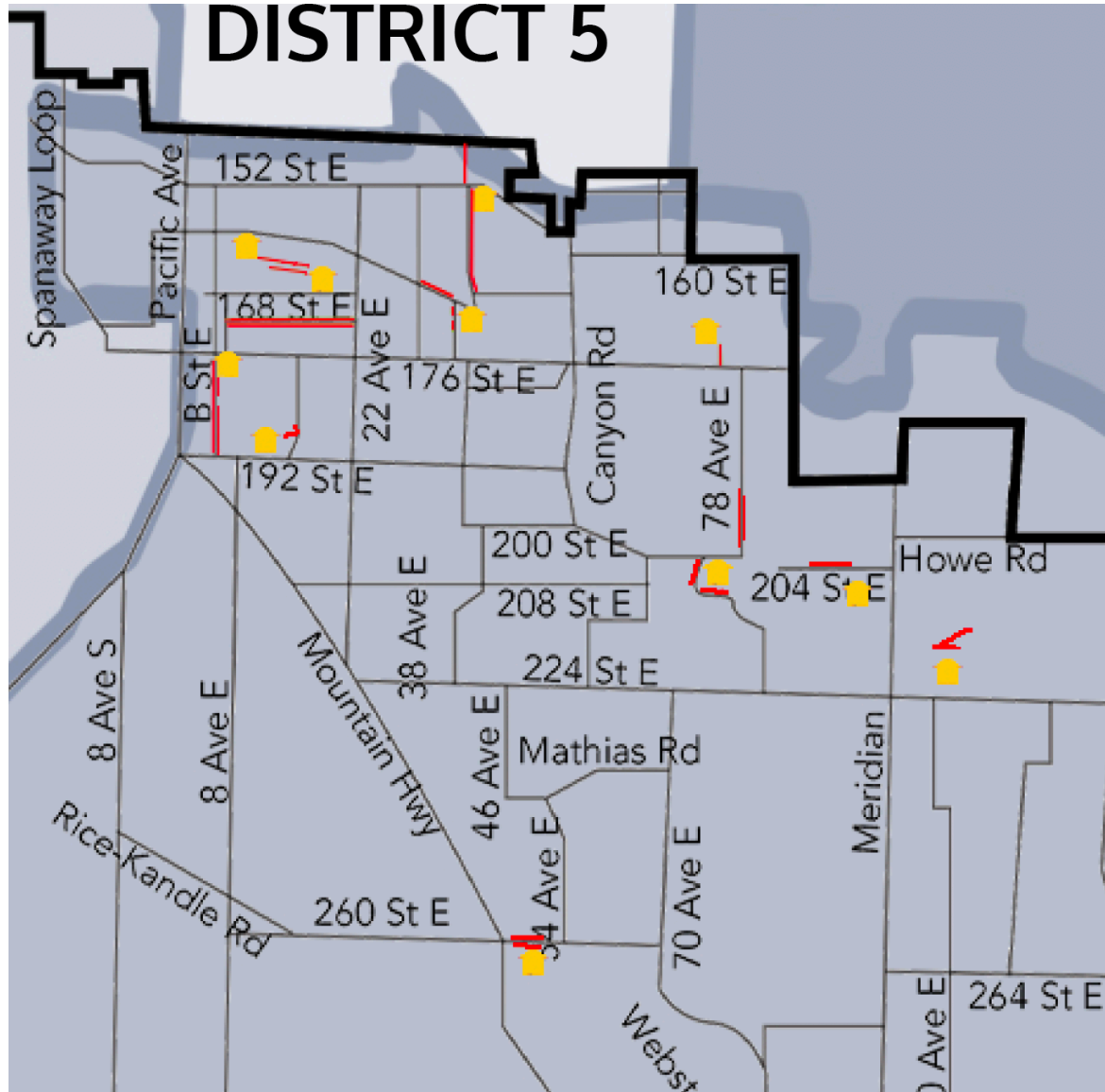




Department of Social & Health Services







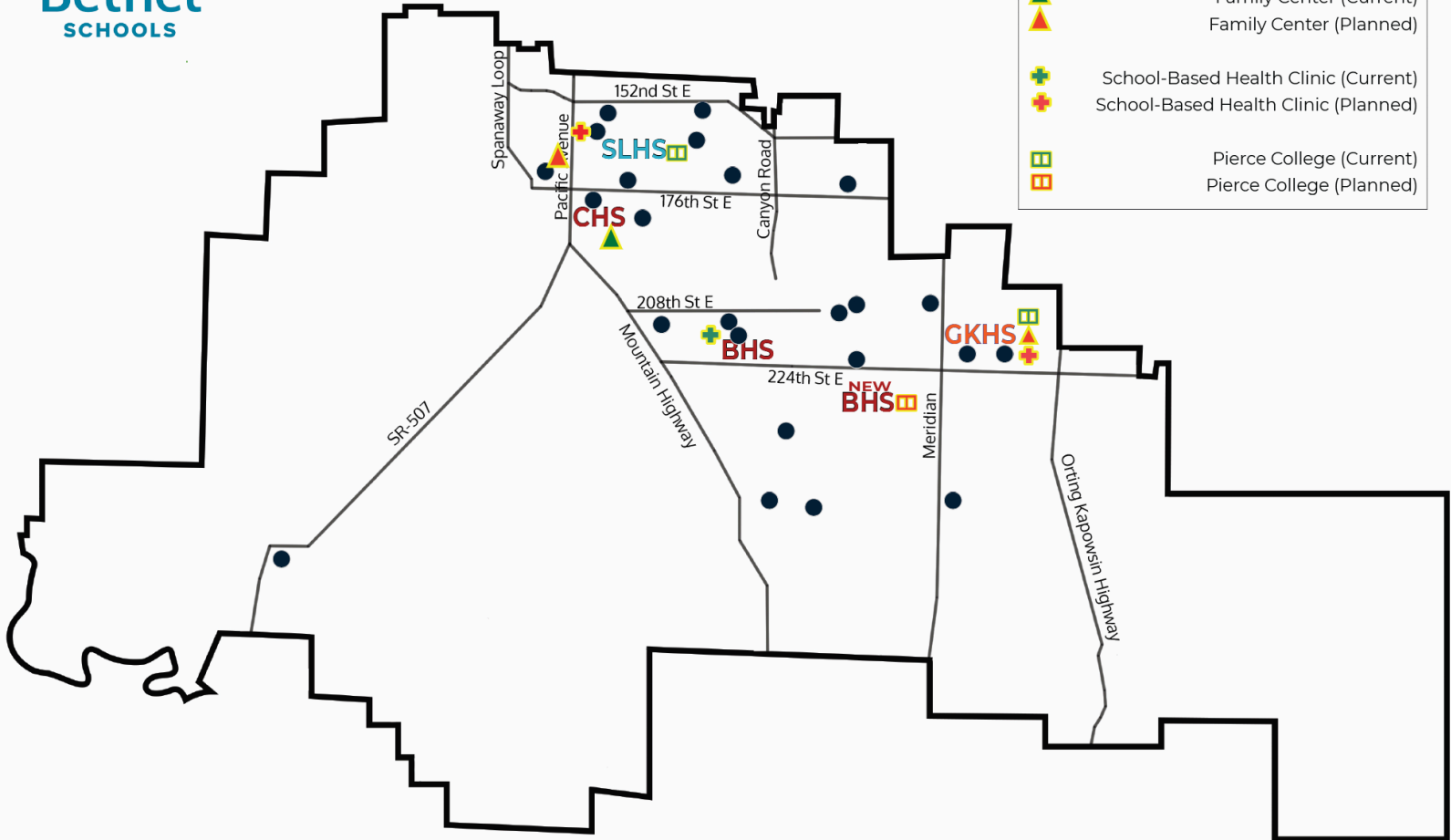
Nonmotorized transportation facilities including sidewalks, pathways, and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile;





### General Orientation Map

KEY	
	Family Center (Current)
	Family Center (Planned)
	School-Based Health Clinic (Current)
	School-Based Health Clinic (Planned)
	Pierce College (Current)
	Pierce College (Planned)



Sept. 1, 2022





Attachment: 08a2\_BSD District 9-28-22 (3557 : Adoption of the 2023-2026 Regional Transportation



Attachment: 08a2\_BSD District 9-28-22 (3557 : Adoption of the 2023-2026 Regional Transportation

# Mid-County Leadership Team Survey: Rank Order of Greatest Concerns

1. Mental health (including drug treatment)
2. Community Center: youth and senior, athletics/activity center with centralized point of access to community services
3. Transportation: bus, cross base highway
4. Parks and trails
5. Homelessness and hunger

# Pierce County Government Resources:

For 13.1% of County population:

- 1.2% of Pierce Transit bus routes (1 route of 3 miles)
- 1.8% County Parks (3 parks which can not be reached by pedestrians)
- 3.6% County Libraries (1 library)
- 0% Sheriff Detachments
- 0% Department of Social and Health Service offices (up to 70% poverty in some areas)

**Other Important Community Building Resources that are Lacking:**

- 0 Hospitals
- 0 Colleges
- 0 Pools
- 0 Boys & Girls Clubs
- 0 “Y’s”

# Other County Resources in Bethel

- Pierce County Maintenance and Operations site
- Prairie Pit (road waste disposal site)

# Opportunities:

- **1. Reestablish Pierce Transit routes to what they used to be**
- **2. Sidewalks – fund key areas, rather than wait for developers**
- **3. Bring County services to the area – free space at family centers**
- **4. Join “BOB the Bus” outreach effort – free access**
- **5. Collaborate/develop Public swimming pool, walkable parks and spaces, trails, libraries**

“ *Equity is achieved when **all people** - regardless of race, ethnicity, gender, sexual orientation, income, neighborhood, or other factor - have **access to the resources and opportunities to improve their quality of life**, allowing them to reach their full potential and **participate in the vibrant communities of Pierce County.*** ”

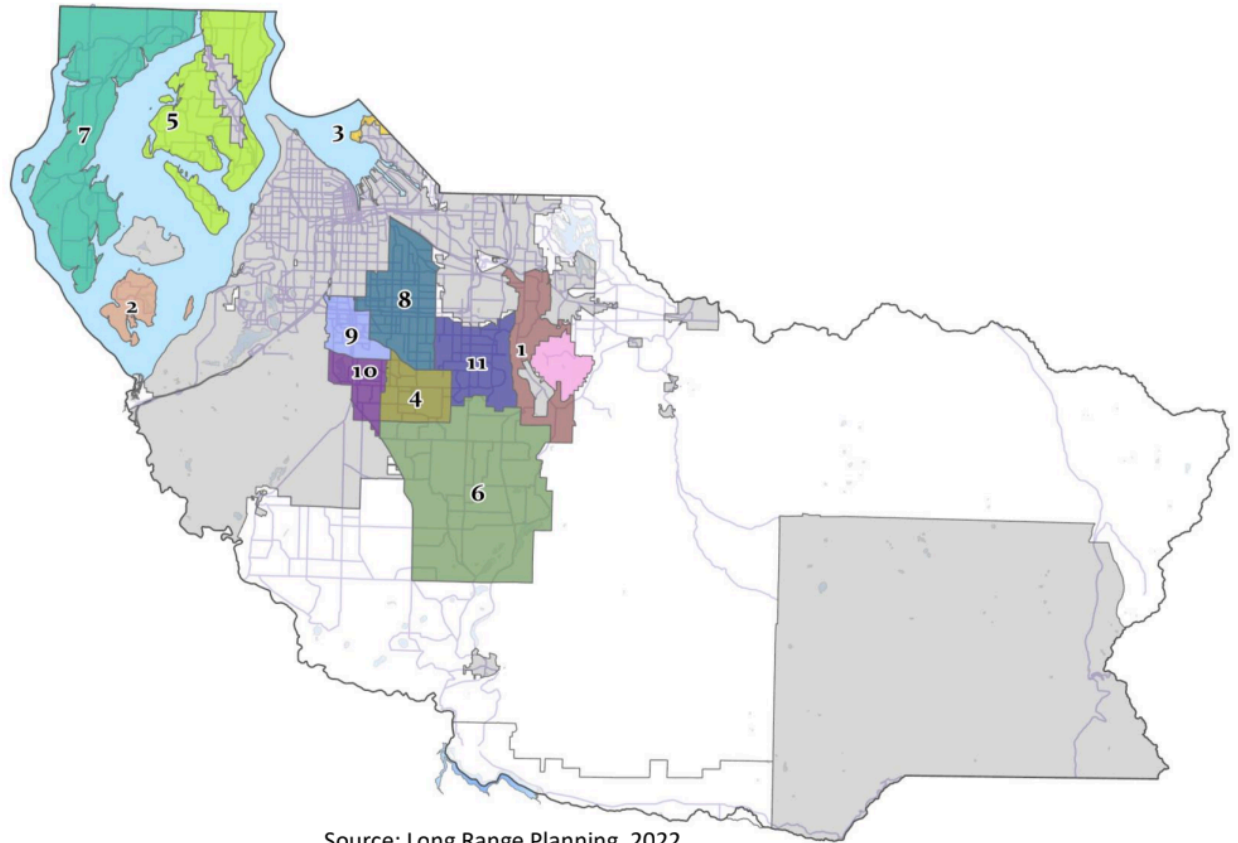
- Pierce County Equity Initiative

# Outreach: Tactical In-Person



## Locations for Tactical in person Outreach:

- 1. Alderton-McMillin
- 2. Anderson & Ketron Islands
- 3. Browns Point & Dash Point
- 4. Frederickson
- 5. Gig Harbor (2 visits)
- 6. Graham
- 7. Key Peninsula
- 8. Mid-County (2 visits)
- 9. Parkland (2 visits)
- 10. Spanaway
- 11. South Hill (2 visits)



Source: Long Range Planning, 2022



# Equity Analysis



Map Area	People of Color	Limited English	Voter Turnout	Income	Economic Opportunity	Heavy Traffic Areas	Environmental Health	Cardiovascular Disease
1. Alderton-McMillin	○	○	○	○	◐	○	◐	◐
2. Anderson/Ketron	○	○	○	●	○	○	○	◐
3. Browns Pt/Dash Pt	○	○	○	○	○	○	○	◐
4. Frederickson	●	●	●	○	◐	◐	●	●
5. Gig Harbor	○	○	○	○	○	◐	○	◐
6. Graham	○	○	◐	○	◐	○	◐	◐
7. Key Peninsula	○	○	○	●	○	○	○	◐
8. Mid-County	◐	◐	◐	◐	●	●	◐	◐
9. Parkland	●	●	●	●	●	●	●	◐
10. Spanaway	●	●	●	●	●	●	●	●
11. South Hill	◐	◐	◐	◐	◐	◐	◐	●
12. Upper Nisqually	○	○	○	●	●	○	●	◐
Rural Area	○	○	○	●	●	○	○	◐

Attachment: 08a2\_BSD District 9-28-22 (3557 : Adoption of the 2023-2026 Regional Transportation



## Puget Sound Regional Council

### DISCUSSION ITEM

October 20, 2022

**To:** Executive Board  
**From:** Josh Brown, Executive Director  
**Subject:** **Climate Change Analysis and Implementation Strategy**

### IN BRIEF

The Executive Board was briefed in September on the implementation action items identified in the recently adopted Regional Transportation Plan. Two items are scheduled for completion by December 2022 – a performance dashboard and additional climate analyses. At the meeting on October 27, staff will provide a summary of the climate work underway and the schedule. The board will be asked to provide input on the various model sensitivity tests being considered to evaluate potential additional strategies.

### DISCUSSION

The [Regional Transportation Plan](#) (RTP) identifies numerous implementation items, covering all of the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners.

Over the last several months the Transportation Policy Board and an Executive Steering Committee have reviewed a summary of these various work program items and provided preliminary feedback on priority timelines, as well as additional details on key scoping elements. Two items are scheduled for completion by December 2022 – a performance dashboard and additional climate analyses. This memo addresses the climate work underway; the performance dashboard topic is covered under a separate agenda item.

Since 2010 PSRC has had an adopted Four-Part Greenhouse Gas Strategy (addressing land use, transportation choices, pricing and technology) and conducted a climate analysis for the horizon year of the RTP. The most recent analysis forecasted emissions and applied the strategy to a horizon year of 2050. The plan further calls 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 climate goals and to monitor progress.

At the meeting on October 27, staff will provide a status report on work conducted to date, including partnership projects currently underway. Information will also be provided on the planned approach and next steps for completing this work. This includes various sensitivity tests that can be modeled to analyze potential impacts of additional strategies within the framework of the Four-Part Greenhouse Gas Strategy. The board will be asked to provide feedback on these proposed levers, which include various road usage charge scenarios, acceleration of high-capacity transit expansions, additional transit service, adjustments to roadway capacity expansion, percentages of electric vehicles, and others.

It is anticipated that preliminary results of the 2030 analysis and a comparison to the 2030 climate goals will be available for board review at their meeting on December 1. A more comprehensive reporting will be provided in January 2023.

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



## Puget Sound Regional Council

### DISCUSSION ITEM

October 20, 2022

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

### IN BRIEF

The Executive Board was briefed in September on the implementation action items identified in the recently adopted Regional Transportation Plan. Two items are scheduled for completion by December 2022 – a performance dashboard and additional climate analyses. At its meeting on October 27, the board will be presented with an outline of the proposed performance dashboard, including available metrics and next steps.

### DISCUSSION

The [Regional Transportation Plan](#) (RTP) identifies numerous implementation items, covering all of the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners.

Over the last several months the Transportation Policy Board and an Executive Steering Committee have reviewed a summary of these various work program items and provided preliminary feedback on priority timelines, as well as additional details on key scoping elements. Two items are scheduled for completion by December 2022 – a performance dashboard and additional climate analyses. This memo addresses the performance dashboard; the climate topic is covered under a separate agenda item.

The plan calls for PSRC to identify performance measures and targets for meeting key aspects of VISION 2050 and the RTP, including but not limited to emissions, safety,

active transportation, finance, vehicle miles traveled and transit ridership. The plan also calls for PSRC to track the progress of these measures through an online dashboard.

Preliminary feedback provided by board members, to date, included direction to track progress over time, to report measures at a variety of scales, and to align with the equity dashboard under development.

At its meeting on October 27, staff will provide a proposed outline of the performance dashboard for board review and feedback. Information will also be provided on available metrics for comparison to the performance results of the RTP over time.

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



## Puget Sound Regional Council

### INFORMATION ITEM

October 20, 2022

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

PSRC has two new employees:

**Nicholas Johnson** – Assistant Planner in Transportation Planning Division

Nick has a Bachelor of Science in Planning and a Bachelor of Arts in Sustainability with a Certificate in GIS from Arizona State University and a Master's degree in Transportation Technology and Policy from University of California Davis.

Prior to joining PSRC, Nick was a Graduate Student Researcher at UC Davis Institute of Transportation Studies.

**Joanne Lin** – Assistant Data Programmer and Analyst in Data Department

Joanne has a Bachelor of Science in Civil Engineering from National Cheng Kung University in Taiwan and a Master of Science in Civil & Environmental Engineering from University of Washington.

Prior to joining PSRC, Joanne was a Visiting Researcher at KTH Royal Institute of Technology in Stockholm, Sweden.

For more information, please contact Thu Le at 206-464-6175 or [tle@psrc.org](mailto:tle@psrc.org).

SCALE 4 in = 1 MILE  
1929 EDITION

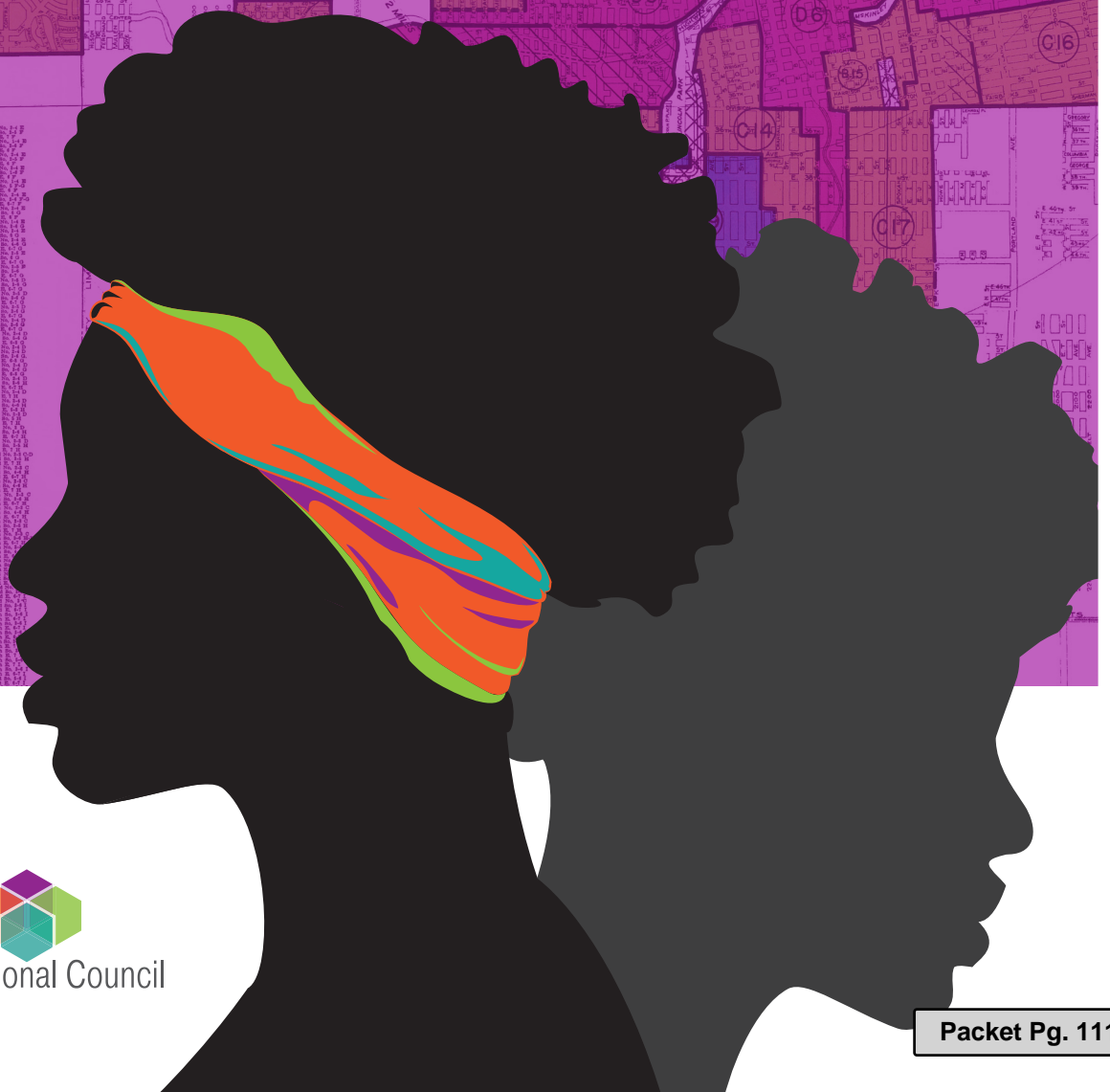
COMMERCIAL (IMPORTANT RETAIL AND WHOLESALE AREAS)  
UNDEVELOPED OR FARMLAND (NO PROBABLE CHANGE WITHIN 5 YEARS)  
PREPARED BY  
DIVISION OF RESEARCH AND STATISTICS  
WITH THE CO-OPERATION OF THE  
APPRAISAL DEPARTMENT  
HOME OWNERS LOAN CORPORATION  
DECEMBER 1, 1937

11.b

# Joint Board Session on Institutional and Structural Racism

Wednesday, November 30  
10:00 – 11:30 AM  
Hybrid Meeting

The joint board session will examine institutional and structural racism, including what these terms mean and how these forms of racism have created long-lasting racial disparities in the Puget Sound region. The session will feature small group discussions for participants to explore strategies to reduce racial disparities moving forward. All PSRC board members are highly encouraged to attend. RSVP information coming soon.



Communication: SAVE THE DATE ! Joint Board Session on Institutional and Structural Racism: Wednesday, November 30, 2022, 10 - 11:30 AM,

STREET INDEX

A 1st	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th
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