The following information is provided pursuant to the requirements of 23CFR450.114(c), and is in a format recommended by the Washington State Department of Transportation.

Revised, October, 1991
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RESOLUTION NO. PSRC-EB-91-12

A RESOLUTION of the Puget Sound Regional Council (PSRC) certifying the planning process of the PSRC as the designated Metropolitan Planning Organization for the Seattle/Everett, Tacoma, and Bremerton/Port Orchard Urbanized Areas

WHEREAS, the Puget Sound Regional Council was designated as the Metropolitan Planning Organization for the Seattle/Everett, Tacoma, and Bremerton/Port Orchard Urbanized areas by the units of general purpose governments within the region on August 21, 1991, and

WHEREAS, the Governor of the State of Washington concurred in this local designation as Metropolitan Planning Organization on September 24, 1991, and

WHEREAS, the PSRC's continuing, cooperative and comprehensive planning process includes activities to support the development and implementation of the Regional Transportation Plan and the Transportation Improvement Program,

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Puget Sound Regional Council certifies that the planning process of the PSRC conforms to all requirements of 23 USC 134 (Highways), 49 USC 1607 (Urban Mass Transportation), and 42 USC 7504 and 7506 (c) and (d) (Clean Air Act), with the possible exception of deficiencies that may be determined by audit. This certification will be in effect from October 1, 1991 to September 30, 1992.

ADOPTED by the Executive Board this 26th day of September, 1991.

[Signature]
Mayor Norm B. Rice
President, PSRC

ATTEST:

[Signature]
CERTIFICATION BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

The continuing, cooperative and comprehensive planning process carried out by the Puget Sound Regional Council substantially meets the requirements of 23 USC 134 (Highways), 49 USC 1607 (Urban Mass Transportation), and 42 USC 7504 and 7506 (c) and (d) (Clean Air Act), with the possible exception of deficiencies that may be determined by audit, and with the following conditions:

This certification will remain in effect through September 30, 1992.

WSDOT Certifying Official

Date
In 1975, the Governor of the State of Washington designated the Puget Sound Council of Governments as the Metropolitan Planning Organization (MPO) for the Seattle-Everett Metropolitan Area and the Tacoma Metropolitan Area. In 1982, the Bremerton-Port Orchard Metropolitan Area was added to the designated MPO jurisdiction. Collectively these areas form the four-county central Puget Sound region which the Puget Sound Regional Council (PSRC) will be the designated regional planning agency.

The PSRC’s Transportation Policy Board constitutes the PSRC’s primary MPO and RTPO policy advisory body. The membership of this Policy Board includes representatives from the city and county governments, the governing boards of the five public transportation providers, the Washington State Department of Transportation, Washington State Ferries and the State Legislature. This committee provides policy guidance for developing the Regional Transportation Plan (RTP) (entitled VISION 2020 -- Growth and Transportation Strategy for the Central Puget Sound Region), and the Transportation Improvement Program (TIP). Several subcommittees and task forces provide technical advice on various elements of the RTP.

Final authority for actions pertaining to the region’s transportation plan and TIP rests with the PSRC Executive Board and Assembly. The Executive Board approves the TIP and amendments to include projects of regional significance. The Assembly, which includes representatives from all member governments, adopts the Regional Transportation Plan and amendments thereto.

Of particular note in carrying out the MPO and RTPO responsibilities is the Transportation Operators Committee, a subcommittee of the Transportation Policy Board. This committee represents the general management of the five public transportation agencies, the WSDOT, Washington State Ferries and the private transportation operators. Originally formed in 1979, the committee will continue to be the regional technical forum for addressing transportation for the elderly and disabled, non-discrimination in transportation service, privatization, ridesharing and many other public transportation issues.

AGREEMENTS

The working agreements between PSRC and other jurisdictions that will be specifically related to surface transportation planning include the following:

a. Memoranda of Agreement between PSRC and the transit operators: Metro, Community Transit, Pierce Transit, Everett Transit, and Kitsap Transit. These will delineate areas of responsibility and necessary coordination for each agency as related to public transportation planning and programming.

b. An Intergovernmental Agreement between PSRC and WSDOT which will describe the roles and responsibilities of each agency in the 3c transportation planning process.
c. An Interagency Agreement between PSRC and the Municipality of Metropolitan Seattle (Metro) which will define working relationships and establishes certain operational procedures for conducting long-range transportation corridor planning.

d. The PSRC has drafted interagency agreements for the transit operators to institute interagency programs: Regional Reduced Fare Permit for the Elderly and Handicapped and a Regional Monthly Pass Program.

e. The PSRC has executed the Interlocal Agreement establishing the PSRC as the RTPO.

Delegated Authority and Purposes

Section 2 of the Interlocal Agreement maintaining the Puget Sound Regional Council establishes the following overall authority and purposes for the organization:

1. To provide a forum for cooperative decision making by the region's elected officials in order to bring about a continuous and comprehensive planning process.

2. To foster cooperation and mediate differences among governments throughout the region.

3. To maintain an ongoing planning system and coordinate actions so that we may make the best use of our land, air, water, and energy resources; overcome the problems of waste and pollution.

4. To carry out such other planning and coordinating activities which are authorized by the full Assembly or Executive Board.

PSRC's MPO and RTPO responsibilities are carried out within these overall purposes.

GEOGRAPHIC SCOPE

The geographic boundaries which determine the area covered by plans and programs of PSRC are shown in Figures 1 and 2.

Figure 1 shows the four-county area defined in the Interlocal Agreement as the geographic coverage of the PSRC. This is also a substate district as defined by the Governor.

Figure 2 shows the urban area boundary for the Seattle-Everett, Tacoma, and Bremerton-Port Orchard Metropolitan Statistical Areas (MSA's) as used by the Federal Highway Administration for federal aid purposes.
PLANNING PROCESS

Planning Work Program

The Fiscal Year (FY) 1991-1992 Unified Planning Work Program (UPWP) (for King, Kitsap, Pierce, and Snohomish Counties' MPO area) consists of four parts: Forum, Planning, Technical Assistance, and Special Projects. These four areas contain sufficient detail and flexibility to serve effectively as a management tool for the PSRC. A copy of the document is available by contacting PSRC at 464-7090.

Transportation Plan

The Regional Transportation Plan (VISION 2020) was adopted in 1990 and integrated with land use. The result is a combined plan called VISION 2020: Growth Strategy and Transportation Plan for the Central Puget Sound Region.

The effort leading to adoption of VISION 2020 evaluated alternative regional development scenarios that assume contrasting futures for this region. The futures range from high density, transit dependent to lower density, auto-dominated environments. Travel forecasts were developed using alternative assumptions about transportation facilities as well as public policy regarding the intensity and distribution of development. An interactive, iterative analysis is being conducted that evaluates the performance of the transportation system under various scenarios. The results of this evaluation will provide policy guidelines and recommendations for the type, scale, and distribution of transportation facilities and programs required to serve 1.5 million additional residents expected to be here in the year 2020.

An important feature of VISION 2020 is its "action" element that will identify the priority regional projects and their required timing and financing resources. This element will build upon a FY 1988 year 2000 Action Plan that was developed to document this region's transportation funding shortfall and support financial commitments to address those needs (recently enacted into law by the state legislature). This inventory and analysis of needs will provide the basis for the action element's recommendations and will have the benefit of an extensive review by the area's jurisdictions. It will be completed during the next fiscal year following adoption of VISION 2020 upon which it will be based.

Transportation system management (TSM) has been a key feature of the existing plan and will continue to represent an important mechanism for achieving maximum use of existing facilities. Transportation demand management (TDM) also plays a pivotal role in reducing travel demand by shifting travel to more efficient modes, to less congested periods of the day by eliminating trips. With continued funding shortfalls in transportation, an emphasis on efficiency in utilizing our existing investments will be a permanent feature of our transportation planning future.

Technical Activities

In conjunction with the state and local agencies, the MPO and RTPP has established an ongoing technical program to provide the data base and modeling capability necessary to maintain and update the Regional Transportation Plan as indicated by current and
future conditions. The data base includes land use and urban activity measures, household and site travel survey results, travel demand estimates and forecasts, and transportation system performance characteristics. The modeling capability includes urban activity models (land use models), travel demand forecasting models (trip generation, trip distribution, mode choice), and highway and transit assignment models -- linked together for a consistent model system. Refinement of the data base is a continuous program, designed to meet the travel data needs of regional, corridor and small-area planning projects in the region. Management of the data base includes software development for analysis, graphics, mapping, and data interchange.
Reports

The following publications were prepared by PSCOG in 1989 and 1990, and will be maintained by PSRC.

1. AIR QUALITY ANALYSIS (1990)


3. CITY/COUNTY SUMMIT MEETINGS ON TRANSPORTATION AND GROWTH (1989)


5. DSTP BEFORE AND AFTER STUDY: FINAL REPORT (1989)


8. GROWTH MANAGEMENT TECHNIQUES: A REPORT TO THE PUGET SOUND COUNCIL OF GOVERNMENTS (1990)


11. IMPACTS OF REGIONAL TRANSPORTATION ALTERNATIVES ON PUBLIC COSTS OF SERVICES IN THE PUGET SOUND REGION (1990)

12. IMPACTS OF VISION 2020 ALTERNATIVES ON HOUSING COSTS IN THE PUGET SOUND REGION (1990)


15. KING SUBREGIONAL COUNCIL 1990 TRANSPORTATION IMPROVEMENT PROGRAM (1989)


17. KITSAP SUBREGIONAL COUNCIL 1990 TRANSPORTATION IMPROVEMENT PROGRAM (1989)

18. LAND USE AND NEIGHBORHOOD CHARACTER SUPPLEMENTARY REPORT (1990)


25. PSCOG MEMBERSHIP DIRECTORY AND ROSTER OF OFFICIALS (1990)


29. REGIONAL TRANSPORTATION PLAN AND DEVELOPMENT STRATEGY: FINAL SCOPING NOTICE FOR DRAFT ENVIRONMENTAL IMPACT STATEMENT (1989)

30. REGIONAL TRANSPORTATION PLAN AND DEVELOPMENT STRATEGY: PRELIMINARY DRAFT SCOPING NOTICE FOR DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) (1989)

31. RELATIONSHIP BETWEEN TRANSPORTATION, LAND USE PLANNING AND ECONOMIC GROWTH IN THE PUGET SOUND REGION (1990)


33. SNOHOMISH INTERSTATE FREeways SYSTEM STUDY (SCIFSS) (1990)

34. SNOHOMISH SUBREGIONAL COUNCIL 1990 TRANSPORTATION IMPROVEMENT PROGRAM (1989)

35. SR-410 CORRIDOR ACTION PLAN (1989)

36. SUMMARY OF ILLUSTRATIVE WORK FOR THE PUGET SOUND COUNCIL OF GOVERNMENTS (1990)


38. TRANSPORTATION COSTS AND POTENTIAL REVENUE SOURCES FOR REGIONAL TRANSPORTATION ALTERNATIVES IN THE PUGET SOUND REGION (1990)

39. TRANSPORTATION DEMAND MANAGEMENT REPORT (1990)

41. VISION 2020: REGION AT A CROSSROADS: TIME TO CHOOSE (1990)

42. WEST CORRIDOR PROJECT TECHNICAL REPORT (1989)

43. WEST CORRIDOR PROJECT TECHNICAL REPORT: APPENDICES (1989)

44. WORK PROGRAM: CALENDAR YEAR 1990 WORK PROGRAM AND BUDGET (1990)


For earlier publications, contact Information Center (206-464-7532)
Transportation Improvement Program

Overview. PSRC will prepare its regional Transportation Improvement Program (TIP) on a two-year biennial basis. Its purpose is to describe the transportation projects scheduled to be done in the urban area of PSRC's four-county region over the next six years, and to highlight and endorse the projects in the next calendar year that will use federal funds.

The TIP is developed by PSRC in cooperation with the Washington State Department of Transportation, local governments and the public transit agencies. The TIP is prepared initially into four countywide components, then combined into a single regional TIP.

PSRC Process. In June of each year, all potential sponsors are sent an invitation to indicate the projects they wish to propose for inclusion in the regional TIP for the next calendar year (i.e., in the TIP's Annual Element). They are also advised of the information needed by PSRC in order to include the projects, and the schedule for review and approval of the TIP, and the provision for TIP amendments. These are described below.

1. Information Needed For Regional TIP

Each project sponsor is asked to provide several types of information that--collectively--either describe the projects to be included in the TIP, or contain other supporting documentation.

Also required at this time are all requests for federal-aid urban system (FAUS) funds for which PSRC has allocation responsibility. (PSRC has such responsibility for about 45 percent of the FAUS funds for the PSRC region.)

2. Assembly Into Draft Documents

PSRC staff assemble the information submitted by the project sponsors into four draft countywide components and one regional draft TIP document. Simultaneously, the four countywide components are circulated for review and comments by the public and local and state government.

3. Review of Draft Documents

During the review, PSRC staff analyze the draft TIP documents for the following: (1) consistency of proposed projects in the draft TIP's Annual Element with PSRC's VISION 2020; (2) consistency of proposed projects in the draft TIP's Annual Element with the "major TIP projects policy" (conducted for the King and Pierce subregions only); (3) relationship of all projects in the entire TIP with the Washington State Implementation Plan (SIP) for air quality; and (4) confirm that the documentation is complete that is submitted by the public transit agencies to comply with two specific UMTA policies dealing with private sector involvement, and financial condition and future financial capability.

PSRC staff incorporate the results from their analysis and all comments received into a final recommendation to the appropriate PSRC policy committees.
4. Regional Approval

PSRC's Executive Board receives all policy committee recommendations and takes action on the regional TIP document.

5. Amendments

PSRC permits amendments to the TIP's Biennial Element throughout the two-year period. The amendment process is substantially the same as the process used to prepare the full TIP each year.

In general, PSRC procedures require projects seeking amendment to obtain approval only from the Transportation Policy Board. Executive Board action is not required, unless the project raises an issue that is regional in nature.

Social, Economic, and Environmental Efforts

The transportation planning process contributes to (and is affected by) social, economic, and environmental trends within the region. The PSRC serves as the regional demographic and forecasting agency for a wide range of local functional planning activities, including transportation, and in this capacity is well informed and serves as a catalyst for broad regional decision making. (Separation of the Technical Services Division from the PSRC's Transportation Division in 1985, was intended to advance this capability.) One example is the work of the Regional Environmental Affairs Committee (REAC), which served as a roundtable on a wide range of state and local environmental issues (regional water quality and supply, solid waste, Puget Sound). Another example is the "forum" activities of the Executive Board and the subregional councils.

VISION 2020 Growth Strategy and Transportation Plan is designed to help local governments (the land use agencies) to work collaboratively and to more directly address the relationships between social (e.g., job accessibility), economic (e.g., new employment location) and environmental trends, and regional transportation facilities. The completed VISION 2020 Growth Strategy and Transportation Plan also includes an environmental assessment addressing these questions.

Further, the transportation planning process is designed to meet broader regional development goals in that it will be consistent with local and state land use and transportation mandates serving economic, social and environmental goals. Good examples are the King County Comprehensive Plan adopted in 1984, which establishes urban, transitional, and rural zones, and the state's new growth management act, which mandates coordinated land use and transportation plans that contain sprawl.

The relationship between transportation and other goals is political as well as technical (e.g., the King County Comprehensive Plan does not govern incorporated areas, where 60 percent of the countywide population live). The support given to the PSRC through the Interlocal Agreement of 1991 (signed by counties, cities, and Indian tribes) enables the PSRC to test transportation proposals against a wide range of local land use criteria to be addressed later in the SEPA process for VISION 2020. (The recent 1988 Regional Airport Systems Plan is also accompanied by an environmental impact statement.) New state legislation, now being drafted, is expected to significantly alter the regional governance structure now in place and result in more responsibility and authority at the regional level for both transportation and land use.
PSRC regards the VISION 2020 Plan itself partly as an environmental mitigation effort aimed at moderating or reducing the problems associated with the magnitude and distribution of growth (separation of jobs and households) found in our region and elsewhere.

Air Quality

Overview. The federal government has issued guidelines to be used by local agencies in this region to ensure the transportation projects funded with federal monies conform with approved plans for attainment and maintenance of national air quality standards. The guidelines are used to identify the areas that are not meeting the national standard for a one or more air pollutant. Such locations are designed as non-attainment areas for the specified pollutant.

The region's process for complying with the national air quality standards established for this state is contained in the SIP.

The Puget Sound Air Pollution Control Agency (PSAPCA) is the designated lead agency in the four-county PSRC region for implementing the SIP. PSRC provides a supporting role to PSAPCA in terms of the development and implementation of the SIP.

Region's Current "Attainment" Status. Portions of the region are currently identified to be in non-attainment of the national air quality standards for two pollutants.

Specifically, the areas of the region listed below are in non-attainment for the pollutants identified. (Source: PSAPCA Resolution T-2/622, dated 6/9/88.)

Non-Attainment Areas

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<tr>
<th>Pollutant</th>
<th>Areas *</th>
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<tbody>
<tr>
<td>1. Carbon Monoxide</td>
<td>a. Seattle CBD</td>
</tr>
<tr>
<td></td>
<td>b. Seattle-Dearborn/Rainier</td>
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<tr>
<td></td>
<td>Avenue Corridor</td>
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<td></td>
<td>c. Seattle-University District</td>
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<td></td>
<td>d. Bellevue CBD</td>
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<td></td>
<td>e. Tacoma CBD</td>
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<tr>
<td>2. &quot;PM-10&quot;**</td>
<td>a. Seattle-Duwamish Valley</td>
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<tr>
<td></td>
<td>b. Tacoma Tideflats</td>
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<tr>
<td></td>
<td>c. Kent/Green River Valley</td>
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<td>(Kent Industrial Area)</td>
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* The boundaries for these locations are provided in the PSAPCA resolution.

** PM-10 refers to the pollutant standard that measures the amount of particulate matter suspended in the air that is 10 microns in size or smaller.
Pollutant | Areas *
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3. Ozone | a. All of King, Pierce, and Snohomish Counties as recommended by the State of Washington on 3-15-91. As of 9-30-91, federal approval of the recommendation had not been forthcoming.

The region is in attainment for all other national air quality standards.

**Process.** The region's urban transportation planning process incorporates air quality considerations through two continuing review procedures between PSRC, the Puget Sound Air Pollution Control Agency (PSAPCA) and the Washington State Department of Ecology (DOE) for matters dealing with plan and program development. The procedures consist of 1) the process for review of PSRC's finding on its TIP relative to the "conformity assessment," and, of 2) the process for circulating proposed SIP changes to local governments for review and comment through the Washington State Intergovernmental Review Process.

1. Procedure on TIP Conformity Assessment

The region's process for complying with the federal guidelines as they relate to the TIP are outlined in PSAPCA resolutions adopted in 1982, and prepared in cooperation with the PSRC. The resolutions establish, in part, a procedure for annually assessing the regional TIP for its conformance with this state's plan for air quality. The focus of the conformity assessment are the projects or programs identified as transportation control measures (TCM); and, specifically, those TCM projects or programs for which a local or state agency has made a commitment to construct or implement.

A TCM project or program is one that has good potential to improve the quality of the air. Currently, local and state agencies have committed to construct or implement 223 TCM projects or programs.

* PSRC's Role

PSRC's responsibility is to prepare the conformity assessment using the project information submitted for the regional TIP, and using that information to make a finding on whether the regional TIP contributes to reasonable progress toward implementing the SIP. The results from the PSRC finding are circulated to PSAPCA and State DOE for comment, with the comments contained in the final TIP.

Each year since 1983, PSRC's Executive Board has made such a finding. PSRC staff have prepared a conformity assessment report to document the basis for the Board's finding, including calculations that measure progress in completing or implementing the TCM's. (For example, 82 percent of all TCM's had been either completed or implemented by 1990, or would have some work scheduled to be done in 1990 to complete or implement the TCM.)

The PSRC conformity assessment report is contained in an appendix of the regional TIP. (The report for 1990 is contained at Appendix H in the 1990 TIP.)
2. Procedure for Revising the SIP

Agencies seeking to amend the SIP utilize the Washington Intergovernmental Review Process (WIRP) as one of the methods for circulating proposed changes. PSRC is the WIRP clearinghouse for the region to soliciting such comments from local governments in the region. In addition, PSRC could submit its own comments under the WIRP procedure. EPA has final approval authority on all revisions to the SIP.

Energy

The adopted VISION 2020 and Regional Transportation Plan identify energy conservation as a high priority regional policy. Current updates of those plans will continue to stress the importance of efficiency in the use of both petroleum and electrical resources.

The transportation planning work carried out via the Transit Operators Committee focuses on rideshare, vanpool, TSM and efforts to increase mode share. These efforts have demonstrated value in reducing energy consumption and will continue to be a key feature of any transportation program in this region.

The PSRC has estimated that by the year 2000 up to 500 million gallons of fuel will be wasted by vehicles waiting on this region's congested streets. The Regional Transportation Plan is aimed at reducing congestion by aggressively seeking additional financial resources to limit the growth of congestion, by emphasizing efforts to achieve higher vehicle occupancy rates and by seeking improvements that utilize existing capacity more efficiently.

Through VISION 2020 and the Regional Transportation Plan, the PSRC is developing a Regional Growth Strategy that attempts to improve transportation-land use relationships that would result in lower energy consumption.

Private Mass Transit Involvement

Overview. The federal government has issued guidelines to be used by PSRC and the public transit agencies in this region to ensure the maximum feasible participation of the private mass transportation companies in the use of federal transportation funds.

The guidelines are contained in UMTA Circular 7005.1, and in UMTA Region 10 Bulletin 87-7, and in subsequent correspondence between UMTA Region X and PSRC, which amplifies upon the circular. These regulations require that certain documentation be included in the regional TIP. More specifically, the circular requires: 1) that the public transit agencies in PSRC's region include in the TIP documentation on their efforts to involve the private sector; 2) that certify that a locally established process for providing such involvement opportunities is being followed; and that 3) the documentation and PSRC certification be included in the regional TIP.

PSRC Process.

- Required Documentation

   The documentation required by Circular 7005.1 is prepared by the public transit agencies, reviewed and certified by PSRC staff, and included in the regional TIP. The documentation is contained in an appendix to the regional TIP.
Other PSRC Efforts

1. Each year since 1986, a "special transit review package" has been prepared of the draft regional TIP for review by the private transportation companies. The special package contains only the public transit projects proposing to use UMTA funds in the TIP's Annual Element for the next year.

The special package is sent to all businesses and individuals contained on a mailing list of private transportation providers that have expressed to PSRC their interest in public transit issues in the central Puget Sound region. The mailing list is derived from a list maintained by the Washington State Department of Transportation.

The results from distributing each year's special package are also summarized in an appendix of the TIP for that year.

2. Also initiated in 1986 is PSRC's outreach to the private sector in terms of committee membership. PSRC currently provides a number of seats on its Transportation Operators Committee (TOC) which may be filled by representatives from private transportation companies (e.g., the Washington State Motorcoach Association, the Evergreen State Specialized Transportation Association, etc.). The general managers of the region's public transit agencies are also TOC members.

3. The TOC meets monthly, and regularly deals at its meetings, at symposia it sponsors, and on task forces with issues related to the overall involvement of the private sector in transportation planning, and specifically in the activities of the public transit agencies.

Elderly and Handicapped Transportation

The PSRC continues its efforts, in cooperation with the public transportation providers, to address the needs of the elderly and disabled. The Transportation Operators Committee's Task Force on Specialized Transportation provides a regional forum for jointly developing solutions to mutual elderly and disabled transportation issues. The Regional Reduced Fare Permit for elderly and disabled is a product of this forum. The task force also coordinated the development of standardized certification procedures, forms and brochures.

Also, the PSRC prepares demographic reports and maps on the geographic distribution of elderly and disabled population. These are used by the transportation providers in their service planning.

Public Involvement

PSRC will continue PSCOG's program of providing a vigorous and continuous public involvement process. Public involvement in transportation planning occurs through four avenues: 1) the structure of committees; 2) public forums, symposiums, workshops, and hearings conducted as part of work programs; 3) dissemination of information to the public and news media by the Public Information Office; and 4) formal and informal surveys.
1. **Committee structure:** Committees and subcommittees involved in the transportation planning of PSRC are described in the "Advisory Process for Regional Transportation Planning, March, 1988." The advisory subcommittees of the Transportation Policy Board, in particular, include representatives from the private sector, academia, and interest groups outside of government.

2. **Public forums:** As an integral part of transportation planning projects, the PSRC holds numerous public symposiums and workshops, and, when appropriate or required by state law, public hearings. For example, as part of the update of the Regional Transportation Plan, technical workshops were held in various locations in the region. To inform the public and get input, two significant symposiums, or conferences, were held in 1988. One reported on progress toward implementing the RTP’s rail policy, and the other brought leaders from other states and regions who addressed transportation financing and institutional issues. The PSRC held six well attended public hearings in 1988 on the first draft 1988-2020 Regional Airport System Plan. In 1989 and 1990, "summits", public hearings, open houses and displays at regional shopping malls have been conducted as part of the VISION 2020 planning efforts. In the DEIS stage of VISION 2020, 70 presentations were given to public and civic groups.

3. **News and information dissemination:** The PSRC will build upon PSCOG's past efforts, initiated in 1987, under which the PSCOG agency significantly expanded the flow of accurate, balanced, and timely information about transportation and other projects to the public.

The Public Information Officer disseminates news releases, arranges or coordinates news media interviews of elected officials and staff members, responds to media requests for information, gives or arranges speeches to general audiences on the PSRC and its projects, and writes and oversees newsletters. The Librarian in the agency's Information Center answers requests from the public, and distributes and maintains copies of transportation plans and other documents for public perusal.

The principal newsletter reporting on transportation work is 2020 Vision. There also have been project-specific newsletters. In May 1990 a newspaper tabloid insert prepared by PSRC was distributed to 750,000 households in the region through the major newspapers. In addition to providing information it generated public response on the VISION 2020 alternatives.

4. **Surveys:** Surveys have included a scientific "panel" survey; mailback/interview scientific surveys of the 4-county region's households, jointly with the Seattle Chamber for the Puget Sound Leadership Conferences; questionnaires distributed at public meetings and hearings on VISION 2020; and a questionnaire included in the VISION 2020 tabloid newspaper supplement.

Civil Rights

The Puget Sound Regional Council is a voluntary association of local governments in the central Puget Sound region. It is organized by its members to foster communication and coordination of public policy in the metropolitan area. The agency is supported through annual appropriations from 54 member governments plus Indian tribes and through state and federal grants as available. At this time PSRC has 29 full time permanent positions.

Inherent in its objectives to serve the needs of the people living in the urbanizing portion of the region is PSRC's commitment to offer all the region's citizens,
regardless of race, color, creed, age or sex, whatever benefits it is able to deliver. This includes the benefits of access to employment opportunity.

Since PSRC's funding depends upon the presence of certain technical skills to qualify the agency for funding, some groups already disadvantaged in the country and in this urban area are also under-represented on the staff of PSRC. It is the intent of PSRC's Affirmative Action Plan (AAP) to identify these differences and target some measurable progress in correcting them.

It is the policy of the PSRC to actively recruit, hire, train and promote all applicants and employees in accordance with Title VII of the Civil Rights Act of 1964, as amended. The PSRC will take steps to ensure that recruiting, selecting, hiring, and promoting procedures do not adversely affect the employment of classes protected by Title VIII and that all agency hiring and promoting criteria, requirements and tests are job related. Finally, the PSRC will adhere to all affirmative action requirements prescribed by Presidential Executive Order 11246, as amended, the EEOC guidelines, and all other applicable standards for affirmative action.


DBE/WBE Activity

It is the policy of the PSRC to ensure that disadvantaged group members have the opportunity for full participation in the agency's adopted plan for utilization of disadvantaged business enterprises, including women owned business enterprises (DBE). The PSRC is committed to continue providing the fullest opportunity consistent with law for DBE's to participate equally in the provision of goods and services on a contractual basis. Toward this end, the PSRC shall actively solicit bids from qualified DBE's for the contracting and subcontracting of supplies and services with the PSRC. The DBE program will allow the PSRC to work toward its goal of achieving social and economic justice for all segments of the metropolitan community.

Specific goals and timetables for increasing the participation of DBE's in PSRC's programs have been established as an integral part of the DBE affirmative action program and are contained within the document entitled Disadvantaged Business Enterprise Program for the PSRC, dated August 1991.

For the purpose of this policy, "Disadvantaged Business Enterprise," or "DBE," means a small business concern, as defined pursuant to Section 3 of the Small Business Act, and relevant regulations promulgated pursuant thereto, which is owned and controlled by socially and economically disadvantaged individuals. This definition applies only to financial assistance programs. For the purposes of this part, owned and controlled means a business:

a. Which is at least 51 percent owned by one or more socially and economically disadvantaged individuals, or, in the case of a publicly owned business, at least 51 percent of the stock of which is owned by one or more socially and economically disadvantaged individuals.

b. Whose management and daily business operations are controlled by one or more such individuals who own it.

"Socially and economically disadvantaged individuals" mean those individuals who are citizens of the United States (or lawfully admitted permanent residents) and who are:
a. "Black Americans," which includes persons having origins in any of the black racial groups of Africa;

b. "Hispanic Americans," which includes persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish or Portuguese culture or origin, regardless of race;

c. "Native Americans," which includes persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians;

d. "Asian-Pacific Americans," which includes persons whose origins are from Japan, China, Taiwan, Korea, Vietnam, Laos, Cambodia, the Philippines, Samoa, Guam, the U.S. Trust Territories of the Pacific, and the Northern Marianas;

e. "Asian-Indian Americans," which includes persons whose origins are from India, Pakistan, and Bangladesh;

f. "Women," regardless of race, ethnicity, or origin; and

g. "Other," individuals found to be socially and economically disadvantaged by the Small Business Administration (SBA) pursuant to Section 8(a) of the Small Business Act. The Executive Director of PSRC, or his designee, is hereby authorized to take such actions as may be necessary to implement this policy and shall ensure that the implementation of the PSRC Disadvantaged Business Enterprise Program complies with all applicable laws and regulations of federal, state, and local agencies providing financial assistance to projects and operations of the PSRC.

A copy of PSRC's Disadvantaged Business Enterprise Program can be obtained by calling Mark Gulbranson at (206) 466-7524.