

TRANSPORTATION POLICY BOARD MEETING

Thursday, February 9, 2012 • 9:30-11:30 a.m.

5th Floor Board Room • 1011 Western Avenue • Seattle, WA

The meeting will be streamed live over the Internet on our website, psrc.org. Follow the link on the home page to view it.

AGENDA

- 9:30 a.m. 1. **Call to Order**
2. **Report of the Chair**
3. **Communications and Citizen Comments**
4. **Director's Report**
- 10:00 a.m. 5. **Consent Agenda:**
- a. Approval of Minutes of Transportation Policy Board Meeting held January 12, 2012*
- b. Routine Amendment to 2010-2013 Transportation Improvement Program (TIP)*
- 10:05 a.m. 6. **Action Item:**
- Policies and Procedures for the 2012 Project Selection Process for PSRC Funds*
- *Councilmember Jeanne Burbidge, Chair, Project Selection Task Force, and Kelly McGourty, PSRC*
- 10:55 a.m. 7. **Discussion Item:**
- Transportation 2040 – 2014 Plan Update Overview and Prioritization Update* -- *Robin Mayhew, PSRC*
- 11:15 a.m. 8. **Discussion Item:**
- Growing Transit Communities Program – Update* -- *Ben Bakkenta, PSRC*
9. **Information Item:**
- Updated Regional Centers Monitoring Report*
10. **Next Meeting:** Thursday, March 8, 2012, 9:30-11:30 a.m.
- Major topic for March:
- Transportation 2040 Update – Growth & Economy
- 12 Noon 11. **Adjourn**

* Supporting materials attached

Board members are encouraged to submit proposed amendments and other materials prior to the Board meeting for distribution. In addition, interested organizations and individuals may submit information for distribution. All materials should be sent to Cheryl Saltys, e-mail csaltys@psrc.org; FAX 206-587-4825; or mailed to the agency.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090. TDD/TTY: (206) 464-5409. Servicios de Traducción Disponible 206-971-3052, Diana Martinez. Có dịch vụ thông dịch sang tiếng Việt. Xin liên lạc Thu Lê số 206-464-6175.



**MINUTES OF THE
TRANSPORTATION POLICY BOARD**

January 12, 2012

[To watch a video recording of the meeting, please go to <http://www.psrc.org/boards/iframe> (best in Internet Explorer).]

CALL TO ORDER

The meeting was called to order at 9:35 a.m. by Councilmember Claudia Balducci, Chair.

REPORT OF THE CHAIR

Chair Balducci welcomed the following new Alternates to the Transportation Policy Board: Redmond Mayor John Marchione and Renton Councilmember Rich Zwicker, both representing Other Cities in King County, and Lisa Quinn, representing Feet First/Bicycle Alliance of Washington. She noted that Mayor Dave Hill, who had been serving as an Alternate for Other Cities in King County, has now been appointed as one of their primary members. She also announced that the City of Seattle has appointed Councilmember Jean Godden as a member of the board.

Chair Balducci reported that the Transportation 2040 Prioritization Working Group is being reconvened. Janet Ray will continue to serve as Co-Chair, and Councilmember Paul Roberts will serve as Co-Chair in place of Jessyn Farrell, who is no longer able to participate.

COMMUNICATIONS AND CITIZEN COMMENTS

Paul W. Locke addressed the board concerning transportation-related fees, saying such fees should be spent on the highway system and not on ferry or transit systems. (See link above to listen to his comments.)

DIRECTOR'S REPORT

Charlie Howard informed the board that federal TIGER III grants have been awarded to the Washington State Department of Transportation for I-5 improvements in the area of Joint Base Lewis-McChord and to Sound Transit for the South 200th Street light rail extension project.

He reported there has not been much action on reauthorization of the federal transportation act. The current extension expires on March 31. Staff will continue to monitor and report any updates.

CONSENT AGENDA

- a. **Approval of Minutes of Transportation Policy Board Meeting held December 8, 2011**
- b. **Routine Amendment to 2010-2013 Transportation Improvement Program (TIP)**

ACTION: The motion was made by Mr. Doug DeForest and seconded by Commissioner Dick Ford to adopt the Consent Agenda. The motion passed.

POLICIES AND PROCEDURES FOR THE 2012 PROJECT SELECTION PROCESS FOR PSRC FUNDS

Chair Balducci thanked board members who served on the Project Selection Task Force and expressed appreciation to Councilmember Jeanne Burbidge for chairing. Councilmember Burbidge reported that the Task Force met twice and had reached consensus on most of the topics they had been asked to address.

Kelly McGourty walked the board through the Task Force recommendations for the following:

- FFY 2013-2014 funding estimates
- Policy focus of support for centers and the corridors that connect them
- Set-asides
- Addressing the \$15 million of Surface Transportation Program (STP) funds advanced to the South Park Bridge in 2010
- Regional vs. countywide funding splits (FHWA funds); regional vs. earned share splits (FTA funds)
- Other specifics of each regional process, such as number of applications and contingency list procedures
- Innovations

Board members raised issues about the following:

- Funding Estimates – It was mentioned that WSDOT reported the amount of future funds may be reduced by an estimated 20 percent, and staff was asked to look into this as it relates to PSRC's funding estimates for 2013-2014.
- Set-asides – The board wished to further evaluate the set-aside percentages for non-motorized, the Rural Town Centers and Corridors Program, and preservation and maintenance. In particular, information was requested on how much has been expended on non-motorized projects in previous years and the types of projects funded. Also, more details on how the preservation and maintenance set-aside may be implemented were requested, including addressing issues such as definitions and level of investment undertaken by jurisdiction.
- Innovations – The board asked for more information about the options for Innovations Programs (what could be done in this funding round, what could be done in the future, and what would be the positive and negative impacts).

The Transportation Policy Board deferred action on this item until next month. In the meantime, the Regional Project Evaluation Committee, the Transportation Operators Committee, the Project Selection Task Force, and PSRC staff will address the issues that were raised and provide further information to the board in February.

2012 LEGISLATIVE SESSION

a. PSRC Transportation Recommendations to the 2012 Legislature

Last month, Transportation Policy Board members provided feedback on a draft set of legislative recommendations. Today the board reviewed a revised set of recommendations that reflected their input. Board members made final edits to two of the recommendations as follows:

- **Provide Stable and Sustainable Funding for Washington State Ferries.** Washington State Ferries requires a source of funding to ensure stable operations into the future that is affordable to ferry users, and is adequate to fund the WSF long-range plan for vessel replacement and terminal upgrades, including additional 144-vehicle vessels. State plans should also recognize the joint use of WSF facilities for locally operated passenger ferry systems and the role of these passenger ferry systems as a part of the regional transportation network.
- **Provide state funding sufficient to make significant progress in controlling storm water runoff from state and local roadways.** A healthy Puget Sound is critical to the future of the state and region. Transportation is a major source of storm water pollutants which affect the health of streams, rivers and the entire Puget Sound. We urge the Legislature to make separate investments in capital and non-capital storm water control mechanisms needed to control storm water runoff from roadways. State and local transportation agencies would benefit from additional state resources to build roadway projects that will reduce storm water pollution. ~~and to make separate investments in capital and non-capital storm water control mechanisms needed to control storm water runoff from roadways.~~

ACTION: The motion was made by Councilmember Paul Roberts and seconded by Councilmember Don Gerend to recommend that the Executive Board adopt the *PSRC Transportation Recommendations to the 2012 Legislature* (as edited) and direct staff to communicate the recommendations to the Legislature. The motion passed.

Non-voting Policy Board members also expressed support for the recommendation.

b. Regional High Priority Investments for Legislative Consideration

The 14 Regional Transportation Planning Organizations (RTPOs) across Washington have been working together statewide to identify regional high priority transportation investments that could be funded with new transportation revenues. Mr. Howard reviewed the results of efforts by the four countywide transportation groups and the transit agencies in our region to identify a set of next-stage high-priority transportation investments for the PSRC region.

In conjunction with this work, PSRC is coordinating an effort among the RTPOs to develop a statewide database of regional high-priority investments, in an innovative and first-time pilot program called Forward Washington. The board was given a demonstration of the Paladin SMARTGov software that is being used in this program, which allows information about projects to be displayed at local, regional and statewide levels. [For more information, visit www.forwardwashington.net.]

ACTION: The motion was made by Executive Pat McCarthy and seconded by Councilmember Kathy Lambert to recommend that the Executive Board endorse the attached regional high priority investments for legislative consideration as part of the statewide Forward Washington pilot program and in support of PSRC's recommendations to the 2012 Legislature. The motion passed.

Non-voting Policy Board members also expressed support for the recommendation.

TRANSPORTATION 2040 FINANCIAL PLAN REASSESSMENT

Due to time constraints, this item was deferred.

ADJOURN

The meeting was adjourned at 11:41 a.m.

TRANSPORTATION POLICY BOARD

January 12, 2012

TPB MEMBERS & ALTERNATES PRESENT

Councilmember Carol Arends, Metropolitan Center–Bremerton
(via phone)
Councilmember Claudia Balducci, Metropolitan Center–Bellevue, Chair
Councilmember Jeffrey Beeler, Other Cities in Snohomish County
Commissioner Josh Brown, Kitsap County/Kitsap Transit
Clifford Benson, Freight Mobility Strategic Investment Board
Councilmember Jeanne Burbidge, Other Cities in King County
Kerri Cechovic, Washington Environmental Council (Alt.)
Councilmember Jim Colebank, Other Cities in Kitsap County
Commissioner John Creighton, Ports Representative
Barbara Culp, Bicycle Alliance of Washington
Ray Deardorf, WSDOT-WSF (Alt.)
Doug DeForest, Thurston Regional Planning Council
Councilmember Jake Fey, Metropolitan Center–Tacoma
Commissioner Dick Ford, WA State Transportation Commission
Councilmember Don Gerend, Other Cities in King County
Mayor Dave Hill, Other Cities in King County (Alt.)
Craig Kenworthy, Puget Sound Clean Air Agency (Alt.)
Councilmember Kathy Lambert, King County (Alt.)
Tina Lee, Pierce Transit (Alt.)
Mayor John Marchione, Other Cities in King County (Alt.)
Mayor Joe Marine, Community Transit
Executive Pat McCarthy, Pierce County, Vice Chair
Councilmember Joe McDermott, King County
Irene Plenefisch, Microsoft Corporation
Ron Posthuma, Regional Project Evaluation Committee
Lisa Quinn, Feet First/Bicycle Alliance of Washington (Alt.)
Janet Ray, AAA Washington
* Councilmember Paul Roberts,
Metropolitan Center–Everett/Puget Sound Clean Air Agency
Stacy Trussler, WSDOT (Alt.)
Chip Vincent, Regional Staff Committee
Mark Weed, Greater Seattle Chamber of Commerce
Luella Wells, League of Women Voters of Washington
Councilmember Rich Zwicker, Other Cities in King County (Alt.)

TPB MEMBERS ABSENT (*alternate present)

* Councilmember Reagan Dunn, King County
Representative Deb Eddy, House Transportation Committee
Mayor David Enslow, Sound Transit
Councilmember Jean Godden, City of Seattle
* Lynne Griffith, Pierce Transit
Councilmember Rick Hansen, Other Cities in Pierce County
Senator Mary Margaret Haugen, Senate Transportation Committee
Rob Johnson, Transportation Choices Coalition
* Mo McBroom, Washington Environmental Council
Senator Cheryl Pflug, Senate Transportation Committee
Councilmember Tom Rasmussen, City of Seattle
Rick Sepolen, ATU Local 587
* Brian Smith, WSDOT
Councilmember Stephanie Wright, Snohomish County

GUESTS and PSRC STAFF PRESENT

(As determined by signatures on the Attendance Sheet and documentation by staff)

Michelle Allison, King County Council District 8
Sean Ardussi, PSRC
Chris Arkills, King County Executive Office
Andrew Austin, Transportation Choices Coalition
Ben Bakkenta, PSRC
Kim Becklund, City of Bellevue
Ben Brackett, PSRC
Dan Burke, Port of Seattle
Gil Cerise, PSRC
Lisa Clausen
Aubrey Davis, Pricing Task Force
Linda Fox, PSRC
Rob Gala, City of Seattle
Peter Heffernan, King County DOT
Amy Ho, PSRC
Charlie Howard, PSRC
Michael Hubner, PSRC
Matthew Kitchen, PSRC
Dan Landes, PSRC
Paul W. Locke
Jada Maxwell, PSRC
Robin Mayhew, PSRC
Kelly McGourty, PSRC
Eric Miller, City of Bellevue
Jared Moore
Ian Munce, City of Tacoma
Tracy Murray, PSRC
Jeff Pavey, Paladin Data Systems
Olivia Robinson, PSRC
Keri Rooney, Pierce County
Stephanie Rossi, PSRC
Cheryl Saltys, PSRC
Peter Schmiedeskamp, PSRC
Paul Takamine, King County DOT
Monica Whitman, Suburban Cities Association
Jude Willcher, City of Seattle DOT
Scott Williams, Tetra Tech



ACTION ITEM

February 2, 2012

To: Transportation Policy Board

From: Charlie Howard
Transportation Planning Director

Subject: **Routine Amendment to the 2010-13 Transportation Improvement Program (TIP)**

AT ISSUE

Auburn, Community Transit, King County, Poulsbo, and WSDOT have submitted eight projects this month for routine amendment into the Regional TIP. These projects are summarized in Exhibit A.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2010-13 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

PSRC's Transportation Policy Board and Executive Board have project selection authority for projects programming regional Federal Highway Administration (FHWA) Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds, and Federal Transit Administration (FTA) Urban Formula (5307), Fixed Guideway (5309), Job Access and Reverse Commute-JARC (5316), and New Freedom (5317) funds.

While PSRC's boards do not have project selection authority for other types of federal, state, or local funds, the boards do 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 PSRC action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2040, Transportation 2040, 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 projects. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is described further below.

Consistency with VISION 2040 and Transportation 2040

Project sponsors have been asked to identify any policy issues related to their projects and proposed amendments. The projects recommended for action have been reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2040 and Transportation 2040.

Air Quality Conformity

The projects in Exhibit A have been reviewed and it has been determined that a new air quality analysis and conformity determination is not required because these projects fall into one or more of the following categories:

- They are exempt from air quality conformity requirements.
- They are existing projects already included in the current air quality modeling.
- They are non-exempt projects not able to be included in the regional model.

Funding Reasonably Expected to be Available

For projects 1-8, PSRC, FTA, and WSDOT have confirmed that the funds, as shown in Exhibit A, are reasonably expected to be available.

PSRC's Project Tracking Policies

There are no project actions noted in Exhibit A related to PSRC's project tracking policies, as adopted in April 2010.

For more information, please contact Dirk Brier at (206) 587-4812 or dbrier@psrc.org.

Attachment: Exhibit A

Month: February
Year: 2012

Project(s) Proposed for
Routine Amendment to 2010-2013 TIP

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
1. Auburn	8th Street NE and R St NE Imp. (104th Ave SE St U-turn) P/e design, right of way, and construction funding for interim intersection improvements. Intersection and signal improvements will accommodate eastbound u-turn movements and connect the traffic signal controller.	\$100,000 Fed'l FHWA Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$257,000 Local				
		\$357,000 Total				
2. Community Transit	Facilities Rehabilitation and Maintenance Construction funding to rehabilitate and maintain transit facilities including base buildings, park & rides, transit stations and bus stops.	\$894,578 Fed'l 5309(Bus)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$223,645 Local				
		\$1,118,223 Total				
3. Community Transit	Transit Revenue Vehicles Bus replacement funding for buses, paratransit coaches and vanpool rideshare automobiles. This project will provide 36 transit vehicles.	\$4,000,000 Fed'l 5309(Bus)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,000,000 Local				
		\$5,000,000 Total				
4. King County Department of Transportation (Road Services)	Alvord T. Bridge P/e design, right of way, and construction funding for the demolition of the existing Alvord T. Bridge and permanent closure of the crossing without replacement. At the north end of 78th Avenue South, a cul-de-sac will be provided.	\$918,372 Fed'l BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$350,553 Local				
		\$1,268,925 Total				
5. King County Department of Transportation (Transit)	King County Metro RapidRide E Line P/e design, right of way, construction, and bus expansion funding to implement RapidRide E Line which will operate between Shoreline and Downtown Seattle. The investments will include improvements such as passenger shelters and other amenities, real time bus arrival information, acquisition of buses, and transit signal priority.	\$21,629,000 Fed'l 5309(Bus)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$25,161,000 Local				
		\$46,790,000 Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/ Phase	UPWP Other	Amend	
6. King County Department of Transportation (Transit)	King County Metro RapidRide F Line P/e design, construction, and bus expansion funding to implement RapidRide F Line which will operate between Burien and Renton. The investments will include improvements such as passenger shelters and other amenities, real time bus arrival information, acquisition of buses, and transit signal priority.	\$15,880,000	Fed'l 5309(Bus)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$20,270,000	Local				
		\$36,150,000	Total				
7. Poulsbo	North Kitsap School Poulsbo Campus Complex Safe Routes to School Program P/e design and construction funding for a new sidewalk and bike lane and to retrofit existing ADA ramps. Education and encouragement efforts consist of developing a safe routes brochure, poster and website. Two permanent radar feedback signs will be constructed.	\$298,000	Fed'l Safe Routes To Schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$50,000	Local				
		\$348,000	Total				
8. WSDOT Northwest Region in King Countywide Area	I-5: Southbound SR-516 Vicinity to SR-900 - Concrete Pavement Rehabilitation (Kent to Tukwila) P/e design funding to replace deteriorated concrete pavement panels along the section of I-5 to rehabilitate existing pavement. Replace the lighting and signs and upgrade guardrails and terminals.	\$2,026,806	Fed'l IM	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$84,450	State				
		\$2,111,256	Total				

ACTION ITEM

February 2, 2012

To: Transportation Policy Board

From: Charlie Howard
Transportation Planning Director

Subject: **Recommend Approval of the Policies and Procedures for the 2012 Project Selection Process for PSRC Funds**

AT ISSUE

PSRC is required under federal legislation to have a documented process that provides the policy intent and guidelines for how PSRC will approve, manage and administer projects to be selected to receive PSRC's federal funds. PSRC has project selection authority for both Federal Highway Administration (FHWA) funds – from the Surface Transportation Program (STP) and from the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and Federal Transit Administration (FTA) funds – from the Urbanized Area Formula Program (5307) and from the Fixed Guideway Modernization Program (5309). Prior to each funding cycle, the policies and procedures for the project selection process are reviewed and updated to reflect current regional priorities and requirements. The *Policy Framework for PSRC's Federal Funds* documents these policies and procedures.

As in years past, the Transportation Policy Board created a Project Selection Task Force to review the policies and procedures for the 2012 project selection process. The Task Force met twice in November and December 2011, and their recommendations are provided in Attachment A.

This item was discussed at the January 2012 Transportation Policy Board meeting, and it was asked that the Task Force reconvene and work with staff to prepare additional information for presentation at the February meeting.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board approval of the revised policies and procedures for the 2012 project selection process. These policies and procedures will be documented in the *2012 Policy Framework for PSRC's Federal Funds*

DISCUSSION

A competitive project selection process is conducted every two to three years for the distribution of PSRC's federal funds. Prior to each process, a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted. In October 2011, the Transportation Policy Board created a Project Selection Task Force of volunteer Board members to review the policies and procedures for the 2012 project selection process. Volunteers were solicited from the Transportation Policy Board, as well as from the Growth Management Policy Board and the Economic Development District Board. The Task Force met twice in November and December 2011 to review the process and advisory committee input, and have prepared the recommendations contained in Attachment A. At the request of the Policy Board, the Task Force will be reconvened in early February to discuss the recommendations in greater detail – in particular the recommendation for a new preservation set-aside. Additional information will be provided to the Board in February 2012.

These recommendations encompass the policies and procedures for conducting the competitive processes for both PSRC's FHWA and FTA funding sources. Topics that were discussed include the following:

- appropriate estimates to be used to program federal fiscal year (FFY) 2013-2014 funds
- policy focus of support for centers and the corridors that serve them
- set-asides for nonmotorized priorities, the Rural Town Centers and Corridors Program, PSRC's work program, as well as a new set-aside for preservation and maintenance
- the split of funds between the regional and countywide processes for PSRC's FHWA funds
- the split of funds between the regional and earned share processes for PSRC's FTA funds
- addressing the \$15 million of STP funds allocated to the South Park Bridge in 2010
- other details of each competitive process, including contingency list procedures

Once the Executive Board approves the policies and procedures for the 2012 project selection process, which will be documented in the *2012 Policy Framework for PSRC's Federal Funds*, a Call for Projects will be released. A draft schedule for the 2012 process is below:

- February 2012 – Policy Framework adopted
- Late-February to early March 2012 - Call for Projects issued
- June 2012 - Staff committee project recommendations
- July 2012 - Board review of recommended projects
- August 2012 - Air quality conformity analysis and preparation of the new 2013-2016 Regional Transportation Improvement Program (TIP)
- September 2012 - Public comment period on new TIP
- October 2012 – Board adoption of new TIP, submittal to WSDOT
- January 2013 – State and Federal approval of new TIP, funds available to projects

For more information, contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.

Attachments:



- A - 2012 Project Selection Task Force Recommendations
- B - Estimated FFY 2013-2013 FHWA Funds
- C - Estimated FFY 2013-2014 FTA Funds

ATTACHMENT A: 2012 Project Selection Task Force Recommendations

PSRC conducts competitive processes for both FHWA funds and FTA funds. Each process is split into two separate processes:

FHWA Funds (STP, CMAQ)	FTA Funds
Regional competition	Regional competition
Countywide competitions	Earned share distributions

The specific parameters and procedures are similar for each process, but there are some distinctions. The Task Force reviewed the key policy issues for each process, and their recommendations are identified below. These key policy issues can be summarized for each process as follows:

FHWA Funds (STP, CMAQ)	FTA Funds
Regional competition	Regional competition
Countywide competitions	Earned share distributions
	
FFY 2013-2014 funding estimates	FFY 2013-2014 funding estimates
Policy focus	Policy focus
Setasides	% split between the two processes
- Nonmotorized	Setasides
- Rural Town Centers and Corridors Program	- Preservation and Maintenance
- Kitsap County	- PSRC work program
- Preservation and Maintenance	Minimum floor provision
- PSRC work program	# of applications in regional process
\$15m South Park Bridge allocation	Contingency list procedures
% split between the two processes	
# of applications in regional process	
Contingency list procedures	

1. Federal fiscal year 2013-2014 funding estimates

The last project selection process for PSRC funds was conducted in 2009, for federal fiscal year (FFY) 2011-2012 funds. The Transportation Policy Board directed staff to proceed with the 2012 project selection process, which will program FFY 2013-2014 funds. Given the uncertainty surrounding future federal funds, staff consulted with the Washington State Department of Transportation and the FTA on the appropriate assumptions to use for the programming of FFY 2013-2014 funds. This input was presented to the Task Force, and the following are the recommendations for PSRC’s FHWA and FTA funds for the two year period:

FHWA	STP	\$103.6
	CMAQ	\$54.0
	FHWA Total:	\$157.6
FTA	5307 & 5309	\$284.3
	Grand Total:	\$441.9

The FHWA funding estimates are based on the average of the region’s 2010-2011 allocations. This amount is slightly lower than the 2011 allocations, so as to provide a small buffer due to uncertainties in future federal funding levels and programs. The FTA funding estimates are based on the region’s 2011 allocations, per the advice of FTA.

2. Policy focus

Since 2002, the adopted policy guidance has been to direct PSRC funds to support centers and the corridors that serve them. VISION 2040, adopted in 2008, reaffirms this policy guidance of supporting centers with PSRC’s federal funds. For each of the competitive processes for PSRC funds, the application of this policy focus has been as follows:

- FHWA Funds (STP, CMAQ)
 - Regional process = centers are defined as regional growth and manufacturing / industrial centers
 - Countywide processes = centers are defined as regional growth and manufacturing / industrial centers, centers designated through countywide processes, town centers and other locally identified centers
- FTA Funds (5307, 5309) = centers are defined as regional growth and manufacturing / industrial centers, centers designated through countywide processes, town centers and other locally identified centers

The Task Force recommendation is to maintain the policy focus of support for centers and the corridors that serve them, with the definition of centers as defined above for each process.

3. FHWA funding set-asides

- a) **Nonmotorized set-aside:** Since 1993, 10% of the combined STP/CMAQ estimated total of funds has been set aside for nonmotorized priorities. This practice is above and beyond the federal set-aside for the Transportation Enhancements program. The 10% is assigned to the countywide processes for distribution.

The Task Force recommendation is to maintain the 10% set-aside for nonmotorized priorities.

- b) **Rural Town Centers and Corridors Program:** Since 2004, \$2.0 million of STP funds has been set aside for the Rural Town Centers and Corridors Program, for a separate

competition conducted in the following year. This program is designed to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests. This program is also above and beyond the federally required minimum amount of STP funds to be spent in rural areas.

The Task Force recommendation is to increase the Rural Town Centers and Corridors Program set-aside to \$3.0 million.

- c) **Kitsap County:** Kitsap County jurisdictions are not eligible to receive CMAQ funds due to the boundaries of the region's air quality maintenance and nonattainment areas, which directly affect the use of these funds. As such, since 1995 it has been the practice to apply Kitsap County's population percentage to the total amount of estimated STP funds for distribution within their countywide process. The procedure for the other three counties is to apply their population percentages to the combined remaining total of STP/CMAQ funds, after the set-asides and after the funds have been split between the regional and countywide processes.

The Task Force recommendation is to maintain this practice for Kitsap County's countywide portion of funds.

- d) **Preservation and Maintenance:** There has been no set-aside for preservation and maintenance in previous project selection processes. Recognizing the importance of preservation and maintenance, and the priority given to these activities in Transportation 2040, the Regional Project Evaluation Committee (RPEC) recommended to the Task Force that 25% of the total estimated amount of STP funds be set aside for preservation and maintenance. These funds would be distributed through the countywide processes, and each countywide group will need to determine the appropriate definitions and criteria for the competitive distribution of these funds.

The Task Force recommendation is to set aside 25% of the total amount of STP funds for preservation and maintenance priorities, to be distributed through the countywide processes. The Task Force expressed concerns about fairness and a consideration of "maintenance of effort," among other issues, and would like to ensure that each countywide process address these concerns.

- e) **PSRC Work Program:** Since 1993, PSRC has utilized a portion of the total STP funds to assist in funding the adopted work program. In 2004, the Board directed the use of a portion of FTA funds for the PSRC work program, as well. PSRC's adopted 2012-2013 budget assumes \$1.5 million per year from some combination of these two funding sources. In the 2009 project selection process for FFY 2011-2012 funds, \$1.1 million of STP and \$550,000 of FTA funds were allocated each year.

The Task Force recommendation is to allocate \$500,000 of STP and \$1.0 million of FTA funds each year from estimated FFY 2013-2014 funds. This allocation meets the intent of the adopted budget, and reflects the larger amount of FTA funds available to the region.

4. Addressing the \$15 million of STP funds awarded to the South Park Bridge in 2010

In 2010, the Executive Board took an action to allocate \$15 million of STP funds to King County's South Park Bridge project. The bridge was facing imminent closure due to structural concerns, and King County was pursuing funding for replacement of the bridge. PSRC had provided funding for the bridge since 1999, for a total of \$9.7 million.

During this same timeframe in 2010, the region was facing a problem meeting our obligation requirements. To keep the South Park Bridge project moving forward, and also to assist the region in solving part of the obligation shortfall, the Board allocated \$15 million of STP funds to the South Park Bridge project, to be used for demolition of the existing bridge. To hold harmless all previously funded projects, the Board decided to advance these projects into 2013. Since the region has multi-year project selection authority for STP funds (i.e., projects may obligate "first come, first served"), there would be no adverse impact to any project programmed with PSRC funds. To accommodate this advancement, the estimated 2013 STP funds during the next project selection process would be reduced by \$15 million. The 2012 project selection process for FFY 2013-2014 funds must now take into account this reduction of \$15 million of STP funds.

The Task Force recommendation is to apply the \$15 million reduction of STP funds to the regional portion of funds, rather than from the total estimated amount of STP funds. In addition, King County's South Park Bridge project will be identified on the list of recommended regional projects and will be incorporated into the geographic equity discussion as a recommended project from King County.

5. Percentage split between the FHWA regional and countywide processes

The split of the combined STP/CMAQ estimated total of funds between the regional and countywide processes is performed after each of the set-asides has been applied. Previous cycles have applied a 50/50 split at this point between the two processes. The nonmotorized set-aside, Kitsap County's population percentage and the new preservation and maintenance set-aside are then added to the countywide portion of funds for selection. The Rural Town Centers and Corridors Program set-aside comes from the regional portion of funds, as is also recommended for the \$15 million reduction due to the South Park Bridge allocation.

The Task Force recommendation is to maintain the 50/50% split between the regional and countywide processes. Attachment B illustrates the resulting estimated funding amounts for each process.

6. Number of applications to the FHWA regional process

In previous project selection processes, the number of applications able to be submitted into the regional competition for STP/CMAQ funds has been capped at 36, with the following distribution: 6 each from Kitsap, Pierce and Snohomish countywide groups; 12 from the King

countywide group; and 2 each from WSDOT, Sound Transit, and the Puget Sound Clean Air Agency.

The Task Force recommendation is to maintain the number of applications as described above.

7. Contingency process for FHWA funds

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. Due to the use of conservative estimates for programming, as well as PSRC's project tracking program, the region has successfully funded many contingency list projects over the past several years. However, given that there is no guarantee that additional funds will become available in the future, or at what amount, the set-asides mentioned above have not been applied to the contingency lists.

The Task Force recommendation is to maintain the existing contingency list procedures for PSRC's FHWA funds, and that the set-asides should not be applied during the contingency process. Any additional funds to the region will be split per the established 50/50% between the regional and countywide processes, and will be distributed to the adopted contingency lists of projects accordingly.

8. Percentage split between the FTA regional and earned share processes, and State of Good Repair set-aside

There are three urbanized areas, or UZAs, in the region: Bremerton, Marysville and Seattle-Tacoma-Everett. There is one transit operator in the Bremerton UZA (Kitsap Transit), one in the Marysville UZA (Community Transit), and nine in the Seattle-Tacoma-Everett UZA (Community Transit, Everett Transit, King County Metro, King County Ferry District, Pierce County Ferry System, Pierce Transit, City of Seattle, Sound Transit, and the Washington State Ferries). The region receives FTA funds from the transit operations within each UZA.

Within the Seattle-Tacoma-Everett UZA, approximately 86% of the funds come to the region based on the transit agencies' service and operating characteristics. Traditionally these funds have been distributed to each transit agency based on their earnings, called the "earned share" distribution. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density. Since 2004 these funds have been used for a regional competition for transit-related projects.

Similar to the RPEC recommendation for STP funds, the Transportation Operators Committee (TOC), recognizing the importance of preservation and maintenance needs, recommended to the Task Force that 50% of the regional competitive portion of the funds be set aside for State of Good Repair projects. These funds would be distributed via the earned share percentages of each transit agency.

The Task Force recommendation is to maintain the 86/14% split between the earned share and regional processes for FTA funds, and that 50% of the funds for the regional process be set aside for State of Good Repair projects, to be distributed via the earned share percentages for each transit agency. Attachment C illustrates the resulting estimated funding amounts for each process.

9. FTA minimum floor provision

Some transit agencies in the Seattle-Tacoma-Everett UZA earn less than 1% of the total of the earned share portion of funds. Since 2004, it has been the policy to bring the earned share amounts for these agencies – currently Everett Transit, the Pierce County Ferry System and the City of Seattle – up to the 1% amount. The adjustment is taken from the regional portion of the funds.

The Task Force recommendation is to maintain the minimum floor policy.

10. Number of applications to the FTA regional process

In previous project selection processes, there has been no limit to the number of applications submitted to the regional FTA competition. This competition is open to the nine transit agencies in the UZA, as well as other jurisdictions with eligible transit-related projects.

The Task Force recommendation is to maintain the existing procedures as described above.

11. Contingency process for FTA funds

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. For FTA funds, a prioritized list is adopted as part of the regional competitive process; for the earned share process, each transit agency identifies projects to receive additional funds (or make other funding adjustments as necessary) at the time the funds become available.

The Task Force recommendation is to maintain the existing contingency list procedures for PSRC's FTA funds, and that the State of Good Repair set-aside should not be applied during the contingency process. Any additional funds to the region will be split per the established regional/earned share distribution (approximately 86/14%), and any additional funds (or other funding adjustments) will be distributed via the contingency process described above.

12. Innovations

The Task Force had a discussion regarding "Innovations Programs" and the possibilities for pursuing such in our region. Other Metropolitan Planning Organizations around the country

have established Innovations Programs to advance regional policy objectives, and have used these programs to fund projects and programs such as the following:

- Transit-Oriented Development (TOD) Capital Improvements
- Electric Vehicle Pilots
- Station Area Planning/Transit Overlay Zone Planning
- TOD Property Acquisition Funds
- Real-Time Variable Parking Pricing Pilot
- Dynamic Ride-Sharing Pilot
- Transportation Demand Management Incentives

Possibilities for pursuing an Innovations Program – including the anticipated but unfunded TOD property acquisition fund in the Sustainable Communities work program – were discussed and included set-asides from PSRC’s FHWA and/or FTA funds, utilizing contingency funds from one or both funding sources, and incorporating innovations into the regional evaluation criteria.

The Task Force recommended that PSRC staff prepare options for consideration by the Transportation Policy Board for an Innovations Program in the PSRC region. These options will be presented at the January 12, 2012 meeting.

ATTACHMENT B: Estimated 2013-2014 FHWA Funds

STP Funds	<i>(in millions, rounded)</i>	\$103.60			
CMAQ Funds	<i>(in millions, rounded)</i>	\$54.00			
Total Estimated funds available for programming		\$157.60			
Funds Taken Off the Top					
10% for nonmotorized (NM) projects (STP & CMAQ)		\$15.76			
6.8% for Kitsap County (STP adjustment due to CMAQ ineligibility)		\$7.04			
25% of STP for preservation and maintenance		\$25.90			
PSRC Work Program (STP)		\$1.00			
Total Funds taken off the top		\$49.70			
Funds remaining for Regional & Countywide processes		\$107.90			
Funds for the Regional & Countywide Processes: 50/50 split					
Regional Process					
50% of	\$107.90	\$53.95			
off the top for Rural Town Centers & Corridors Program		\$3.00			
\$15m South Park Bridge adjustment		\$15.00			
Remaining for Regional Competition		\$35.95			
Countywide Processes					
50% of	\$107.90	\$53.95			
plus funds for nonmotorized projects		\$15.76			
taken off the top for Kitsap County		\$7.04			
plus funds for preservation and maintenance		\$25.90			
Resulting split between Regional and Countywide Processes					
34% Regional	66% Countywide				
Breakdown of Countywide Funds					
County	2011 Pop %	Share*	10% NM	25% PM	Subtotals
King County	52.28%	\$30.27	\$8.24	\$13.54	\$52.05
Kitsap County	6.83%	\$7.04	\$1.08	\$1.77	\$9.89
Pierce County	21.59%	\$12.50	\$3.40	\$5.59	\$21.49
Snohomish County	19.30%	\$11.17	\$3.04	\$5.00	\$19.21
Totals	100.00%	\$60.99	\$15.76	\$25.90	\$102.65
* Note - since Kitsap's share of funds is taken "off the top," the remaining portion of countywide funds is assigned proportionately to the other three counties.					

ATTACHMENT C: Estimated FFY 2013-2014 FTA Funds

FTA Funds <i>(in millions, rounded)</i>		\$284.33		
Estimated Funds by UZA				
Bremerton UZA		\$5.35		
Marysville UZA		\$2.79		
Seattle-Tacoma-Everett UZA		\$276.19		
Total		\$284.33		
Funds Taken Off the Top				
PSRC Work Program - Bremerton UZA		\$0.04		
PSRC Work Program - Marysville UZA		\$0.02		
PSRC Work Program - STE UZA		\$1.94		
Total		\$2.00		
Remaining Estimated Funds by UZA				
Bremerton UZA		\$5.31		
Marysville UZA		\$2.77		
Seattle-Tacoma-Everett UZA		\$274.25		
Total		\$282.33		
STE UZA Estimated Earned Share and Regional Processes				
86% Earned Share Process		\$235.85		
14% Regional Process		\$38.39		
Total		\$274.25		
STE UZA Estimated Earned Share Amounts by Transit Agency				
Community Transit		\$20.70		
Everett Transit		\$1.72		
King County Ferry District		\$2.73		
King County Metro		\$125.91		
City of Seattle		\$1.01		
Pierce County Ferry System		\$1.67		
Pierce Transit		\$14.59		
Sound Transit		\$51.52		
Washington State Ferries		\$16.00		
Total		\$235.85		
STE UZA Regional Process				
14%		\$38.39		
Amount for Minimum Floor Adjustment		\$2.67		
50% to State of Good Repair (distributed via Earned Share percentages)		\$19.20		
Remaining for Regional Competition		\$16.53		
STE UZA Estimated Earned Share Amounts, including State of Good Repair				
	State of Good Repair	Earned Share	Min. Floor	Subtotals
Community Transit	\$1.68	\$20.70	n/a	\$22.38
Everett Transit	\$0.14	\$1.72	\$0.64	\$2.50
King County Ferry District	\$0.22	\$2.73	n/a	\$2.96
King County Metro	\$10.25	\$125.91	n/a	\$136.16
City of Seattle	\$0.08	\$1.01	\$1.35	\$2.44
Pierce County Ferry System	\$0.14	\$1.67	\$0.69	\$2.49
Pierce Transit	\$1.19	\$14.59	n/a	\$15.77
Sound Transit	\$4.19	\$51.52	n/a	\$55.72
Washington State Ferries	\$1.30	\$16.00	n/a	\$17.30
Total	\$19.20	\$235.9	\$2.67	\$257.72
Resulting split between Earned Share and Regional Processes				
94.0% Earned Share				
	6.0% Regional Competition			

ACTION ITEM

February 2, 2012

To: Transportation Policy Board

From: Charlie Howard
Transportation Planning Director

Subject: **Transportation 2040 – 2014 Plan Update Overview and Prioritization Update**

AT ISSUE

At the February 9th meeting, the Transportation Policy Board will be briefed on the proposed Transportation 2040 Update for 2014. This will include an update on the Transportation 2040 Prioritization.

DISCUSSION

Federal regulations specify that Metropolitan Planning Organizations (MPOs) that are designated air quality non-attainment or maintenance areas shall update their metropolitan transportation plans (MTP) every four years. Transportation 2040 was adopted in May of 2010 and is scheduled to be updated in the spring of 2014. This minor plan update will include the prioritization work currently underway, and update of the financial plan as well as several other key topics. See the attached draft approach for more detail.

The Transportation 2040 Prioritization work will be folded into the Transportation 2040 Update. Over the last year, the Regional Staff Committee, the Prioritization Working Group and the PSRC boards have provided input and overseen the development of this new project evaluation approach. In February, the Prioritization Working Group will resume its work on Prioritization with a focus on the definitions of the measures. In the next few months, the Prioritization Working Group is scheduled to finalize a draft recommendation on the measures and evaluation approach.

Attachment: *Transportation 2040 Plan 2014 Update – Draft Approach, February 1, 2012*

Transportation 2040 Plan

2014 Update

Draft Approach: February 1, 2012

Background

Federal regulations specify that Metropolitan Planning Organizations that are designated air quality non-attainment or maintenance areas (MPO) shall update their metropolitan transportation plans (MTP) every four years. Transportation 2040 was adopted in May of 2010 and is scheduled to be updated in the spring of 2014. In addition to these requirements, changes have occurred since the plan was adopted. Specifically, most of the data used to develop the plan utilized data from 2006 and since then, a major recession has reduced transportation revenues. Also, PSRC has initiated a project prioritization process that is scheduled to be integrated with this plan update.

Approach to Update

The 2014 update to Transportation 2040 is proposed to be a minor update – within the framework of the existing Environmental Impact Statement (EIS). This effort will include the retention of the framework of the current plan, including supporting the adopted VISION 2040 regional growth and economic objectives through an integrated mobility, environmental and financial strategy.

The general approach to this update will involve developing background data, identifying key issues to be addressed and responding to these issues through modifications to the Transportation 2040 plan. This process will involve the existing PSRC staff committees and boards and public involvement processes, to secure agreement on the proposed changes to the adopted plan. The only changes currently recommended to the established committee structure are the continuation of the Prioritization Working Group and the reconstitution of the Pricing Task Force.

The Regional Transportation Plan is ultimately approved by the Puget Sound Regional Council's General Assembly. To promote ongoing involvement in the update process, board action is proposed to occur at three key steps, called *key decision points*. The decision points will include approval of the:

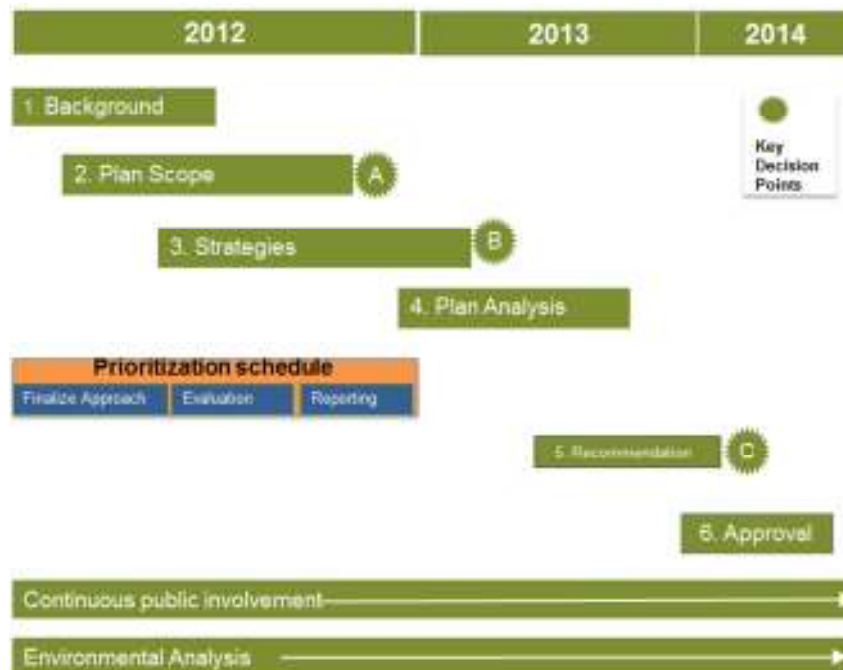
1. Scope: The scope of the plan update that will define the focus and limit the range of the issues that will be analyzed.
2. Strategies: The strategies that will be considered in the update process.
3. Recommendation: The recommendation that will be forwarded to the General Assembly for adoption.

Because of the minor nature of this update, the number of issues and the level of analysis will be limited to completing ongoing work items, meeting statutory obligations, and focusing on a few key issues that have emerged since the major update in 2010. These issues will potentially include:

- 1) Project Prioritization:
 - a. Complete project prioritization effort as directed in Transportation 2040
 - b. Develop a mechanism for identifying regional preservation needs at the local level and funding needed improvements as the highest priority in Transportation 2040.
- 2) Coordinated Transit and Human Services Plan: Required to be updated every four years.
- 3) Commute Trip Reduction (CTR) Program: Required to be updated to include TDM work.
- 4) Bike/Pedestrian: Further define and amend as needed the regional network.
- 5) Growing Transit Communities: Topics that are identified through this planning process.
- 6) Rural Transportation Strategy: Develop a transportation strategy for the rural areas of the region that are consistent with the VISION 2040 and Regional Economic Strategy objectives.
- 7) Air Quality: Address non-attainment issues.
- 8) Funding Strategy: Update the regional transportation funding strategy based on the most current information. This will include addressing the critical issues of transit and ferry funding needs.
- 9) Other: Other issues as identified in the scoping process.

Schedule

The conceptual schedule for the update includes six major steps plus the Prioritization work and must be completed in the spring of 2014. It is assumed that General Assembly action will be required.



Task Breakdown Summary

The following work task breakdown is designed to represent primary tasks. Additional detailed sub-tasks are to be developed. Because of the changing environment (new legislation, decisions related to key projects and programs) it is likely that this process will be modified and updated as the plan update proceeds.

Six Steps

<p>1</p>	<p>Background: Organize the program, establish an agreed upon approach to the update and supporting background information for the plan update:</p> <ul style="list-style-type: none"> • How is the PSRC going to approach this minor update and integrate in the remaining work on prioritization? • How has the region grown over the last several decades and since the last plan update (2006 data), including what are the implications of the recent recession and new growth and economic forecast? This will be divided up into 4 areas that follow the framework of Transportation 2040: <ul style="list-style-type: none"> • Growth and the Economy • Mobility and Congestion • Environment • Finance <p><i>Product: This task is designed to reach agreement on the approach and background information that will be used in this update and will include:</i></p> <ul style="list-style-type: none"> • At least 4 presentations to the Transportation Policy Board • A summary presentation to the Executive Board • Various committee and organizations presentations • A Background Memo
<p>2</p>	<p>Plan Scoping: Define the limits of the plan update process.</p> <ul style="list-style-type: none"> • Why are we doing the update? • What major topics should be covered and at what level of detail? • What level of environmental review should be conducted? <p><i>Product: A memo and Executive Board action (Key Decision Point 1) defining the scope of the update.</i></p>
<p>3</p>	<p>Proposed Updates: Based on the agreed upon scope of the update and list of issues what proposed changes should be analyzed?</p> <ul style="list-style-type: none"> • What new projects and programs should be considered? • How should projects and programs be packaged and analyzed? • How will the outcome of the prioritization effort be included in the plan?

	<p><i>Product: A document that includes a list and description of the potential changes, including prioritization, to Transportation 2040. This document will be reviewed by the appropriate committees, include a recommendation from the Transportation Policy and be approved (Key Decision Point 2) by the Executive Board.</i></p>
4	<p>Plan Analysis: Analysis of proposed changes:</p> <ul style="list-style-type: none"> • How do the proposed updates perform based on the criteria and measures? • What are the potential other growth environmental and economic impacts of the proposed changes? <p><i>Product: A document that describes the impact of the proposed changes. The document should include text and graphics that allow easy comparison to the existing adopted plan.</i></p>
7	<p>Recommendation: Based on the analysis what proposed changes should be made to Transportation 2040?</p> <p><i>Product: A recommendation document that clearly shows what section of Transportation 2040 and appendices will be changed. This document will be reviewed by the appropriate committees, include a recommendation from the Transportation Policy and be approved by the Executive Board (Key Decision Point 3).</i></p>
8	<p>Approval Process: Support the General Assembly (GA) adoption in spring of 2014.</p> <p><i>Products:</i></p> <ul style="list-style-type: none"> • Complete the appropriate GA report and environmental documentation. • Develop appropriate Resolution.
	<p>Environmental Analysis: The PSRC SEPA official will determine the appropriate level of environmental review and documentation.</p>
	<p>Public Involvement: The agency will conduct an ongoing public involvement program, including Special Needs and Environmental Justice outreach. It is assumed that this effort will be focused on the Key Decision Points in this process.</p>

Budget: TBD

DISCUSSION ITEM

February 2, 2012

To: Transportation Policy Board
From: Ben Bakkenta, Growth Management Program Manager
Subject: **PSRC's *Growing Transit Communities* Program**

AT ISSUE

In October 2010, the region was awarded a \$5,000,000 regional planning grant from the U.S. Department of Housing and Urban Development Office of Sustainable Housing and Communities. Grant funds are supporting a multi-year PSRC program called *Growing Transit Communities*. At your February 8 meeting, staff will provide a status report on project implementation.

DISCUSSION

The purpose of the project is to address some of the greatest barriers to implementing the region's framework plans—VISION 2040, Transportation 2040, and the Regional Economic Strategy—and securing equitable outcomes. A significant goal will be to identify unique development opportunities in bus rapid transit and light rail station areas, and other ways to strengthen existing communities as Sound Transit expands the LINK light rail system. The program is coordinating and directly involving a wide array of community stakeholders, both public and private. Tasks being conducted under the *Growing Transit Communities* program include:

- **Regional Equity Network.** Developing and supporting a regional network to promote equitable community planning and mobilize residents and community groups representing diverse populations to participate in local planning and decision-making.
- **Affordable Housing Action Strategy.** Creating an affordable housing action strategy that will test, recommend, and implement local policies and financial tools to encourage and facilitate a wide variety of housing choices along light rail corridors.
- **Corridor Action Strategies.** Convening and supporting light-rail corridor task forces to craft local agreements and Corridor Action Strategies to attract transit-oriented development along the North, East, and South light rail investment corridors. Work includes establishing goals for station areas and adjacent communities, and for coordination of development, housing, jobs, and community amenities.
- **Innovative Tools.** Developing new tools and resources to bridge the gap from goals and policies to specific actions and steps. New technologies and analyses will assist local communities in planning, decision-making, and building local support for sustainable

development. Tasks will test and refine these approaches with catalyst demonstration and case study projects in light rail corridor neighborhoods to serve as visible templates for sustainable development.

- **Technical Assistance.** Providing direct technical support to jurisdictions and to non-profit organizations to explore and establish incentive programs for affordable housing. Technical assistance will support local jurisdiction updates to local comprehensive plans.

More detailed summaries of work program elements and other explanatory materials are available at <http://www.psrc.org/growth/growing-transit-communities>

For more information, please contact Ben Bakkenta at (206) 971-3286 or bbakkenta@psrc.org.

INFORMATION ITEM

February 2, 2012

To: Transportation Policy Board
From: Ivan Miller, Growth Management Program Manager
Subject: Updated Regional Centers Monitoring Report

AT ISSUE

The Puget Sound Regional Council has begun the process to update its Regional Centers Monitoring Report. The update of the report will occur through 2012. The Growth Management Policy Board and Regional Staff Committee will play the lead roles in reviewing the data, findings, and recommendations developed in the report. Given the important role of centers in PSRC's transportation and economic development activities, the other boards will be briefed regularly. This memorandum serves as the initial briefing on the project's framework and scope.

PROJECT FRAMEWORK

The centers strategy is a core component of VISION 2040's regional growth strategy and multicounty planning policies. Regional centers allow cities, counties and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth. Regional centers provide the spine for the urban growth area by serving as regional hubs for jobs, housing, services, cultural amenities, and transportation.

VISION 2040 multicounty planning policies and implementation actions¹ direct PSRC to establish a framework for designating and evaluating the regional centers. Development of this framework consists of three phases:

	Phase	Estimated Schedule
Framework	I. Updating the Designation Procedures for <u>new</u> regional centers	Completed (09/11)
	II. Updating the 2002 Regional Centers Monitoring Report which documents conditions in <u>existing</u> centers	2012
	III. Evaluating the VISION 2040 centers structure and designations	2013

SCOPE OF MONITORING REPORT

The purpose of the Regional Centers Monitoring Report is to provide updated information on regional growth and manufacturing and industrial centers. The report will cover the topics addressed in previous center monitoring reports (1997 and 2002), and add new sections to reflect the progress the region has made in planning for regional centers.

The overall purposes of the report are to answer questions such as:

- How has the center performed in accommodating population and employment growth?
- What are the centers primary characteristics (land use, employment, industries, population and demographics, housing, equitable development, transportation and urban form)?
- What planning and public investment has been made in the center?
- What is the center's potential (growth targets, zoned capacity, market demand) for accommodating growth in the future?
- Considering the development, characteristics, and potential of the centers as a group, how does this informⁱⁱ VISION 2040's existing centers-related structure and designations?

PSRC staff anticipates holding a regional centers workshop in the fall of 2012 to review the findings, develop recommendations, and begin the initial work on phase three of the project.

If you have questions or comments, please contact me at (206) 464-7549 or imiller@psrc.org.

ⁱ MPP-DP-6: Provide a regional framework for designating and evaluating regional growth centers.

MPP-DP-9: Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.

DP-Action-3: The Puget Sound Regional Council will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, and performance.

ⁱⁱ Note: PSRC staff will also be considering the outcomes of the Growing Transit Communities project in 2013 in relation to high-capacity transit station areas and the role they might play in VISION 2040's centers structure.