I. Title VI Plan

No changes were made to the Title VI Plan.

2. Organization, Staffing, Structure

Describe the Title VI Program reporting structure including the Title VI Liaisons, Title VI Coordinator, Executive Director, and support staff. For each person, provide the name, ethnicity, gender, title, and description of duties. Note any changes anticipated for the upcoming year.

PSRC Executive Director:
Bob Drewel, Caucasian, Male. Oversees the agency, reports to the Executive Board.

Title VI Coordinator:
Mark Gulbranson, Deputy Executive Director, Caucasian, Male. Helps oversee the agency, reports to the Executive Director, provides agency wide guidance on the Title VI program.

Public Involvement Liaison:
Michele Leslie Potter, Senior Communications Specialist and Public Involvement Coordinator, Caucasian, Female. Helps to coordinate communications and outreach, Title VI Annual Reporting.

Planning & Programming Liaison:
Maren Outwater, Director of Data Systems and Analysis, Caucasian, Female. Oversees the data department, including data collection for Title VI and the EJ Demographic Profile.

Environmental Affairs Liaison:
Norman Abbott, Director of Growth Management Planning, Caucasian, Male. Oversees the growth management department, is SEPA responsible official.

Consultant Contracts Liaison:
Diana Lauderbach, Chief Financial Officer, Caucasian, Female. Oversees accounting department, including consulting contracts and DBE program.

Education & Training Liaison:
Thu Le, Human Resources Manager, Asian American, Female. Oversees human resources, including education and training.
3. Complaints

No complaints were received

4. Planning: Accomplishment Report and Update

A. Monitoring and Review Process:

- Describe the planning activities that are performed by the Regional Council.

- Describe the actions taken to promote Title VI compliance regarding planning activities, including monitoring and review processes, and their outcomes or status.

VISION 2040 and Growth Management Planning

PSRC maintains and implements the region’s long–range growth management, environmental, economic and transportation strategy: VISION 2040. This includes working with PSRC members and other groups to ensure that adopted policies and strategies are consistently represented and addressed throughout the region and in all PSRC planning and project funding. To achieve VISION 2040’s Regional Growth Strategy and the multicounty planning policies, a series of implementation actions have been adopted. Many of the actions are directed at PSRC, while others address both countywide and local planning efforts. These include new plan review and certification procedures, the Regional Transfer of Development Rights Program, and reports on infrastructure funding and concurrency laws. Regional Growth Strategy updates include multiple public comment periods and opportunities for public engagement. The development of VISION 2040 included an Environmental Impact Statement with a specific chapter on Environmental Justice. The public involvement process for the plan development included EJ focus groups and a specific EJ outreach effort. Find out more on PSRC’s website at [http://www.psrc.org/growth/vision2040](http://www.psrc.org/growth/vision2040).

Transportation 2040, the Regional Transportation Plan

Transportation 2040 is a plan for transportation in the central Puget Sound region for the next 30 years. By the year 2040, the region is expected to grow from a population of 3.7 million to 5 million people. All of these new people and new jobs are expected to boost demand for travel within and through the region by about 40%. Recognizing that some uncertainties exist regarding the economy, transportation funding, energy supply, technology and climate change, Transportation 2040 outlines a long-term template for how the region intends to invest in transportation to accommodate rising travel demand, while at the same time embracing the need to be flexible and responsive to the ways people—and the world—actually will change. Long–range plan updates include multiple public comment periods and opportunities for public engagement. The development of Transportation 2040 included an Environmental Impact Statement with a specific chapter on Environmental Justice. The public involvement process for the plan development included EJ focus groups and a specific EJ outreach effort. Find out more on PSRC’s website at [http://psrc.org/transportation/t2040](http://psrc.org/transportation/t2040).

Regional Transportation Improvement Program and PSRC Funding

The Regional Transportation Improvement Program (TIP) provides a list of current transportation projects within King, Kitsap, Pierce, and Snohomish counties. These projects are funded with federal, state, or local funds including federal grants awarded and managed through the PSRC’s project selection process for PSRC Funds. The TIP is required under federal and state legislation. It ensures that transportation projects are meeting regional transportation, growth and economic
development goals and policies, as well as clean air and environmental justice requirements. A new TIP is created every two to three years, following the project selection process for PSRC’s federal funds. Each TIP also accepts minor amendments on a monthly basis. New TIPs undergo a public comment and review period prior to board approval and include an EJ analysis of projects. Find out more on PSRC’s website at http://www.psrc.org/transportation/tip.

**Special Needs Transportation**

The Coordinated Transit-Human Services Transportation Plan outlines how transit agencies, social service agencies, school districts, and other transportation providers can most efficiently and effectively work together to improve regional mobility for individuals with special transportation needs throughout King, Kitsap, Pierce, and Snohomish counties. The 2011-2014 Coordinated Transit Human Services Plan is used as the basis for selecting projects for PSRC’s Coordinated Grant Program for special needs transportation projects. This program funds eligible projects from Federal Transit Administration Job Access and Reverse Commute (JARC) and New Freedom programs and ranks projects applying to WSDOT’s Consolidated Grant Program. The Coordinated Transit Human Services Plan was developed with the special needs transportation community and underwent public review and comment as part of the Transportation 2040 development process. Projects selected for JARC or New Freedom funding undergo a public comment and review period prior to approval. Find out more on PSRC’s website at http://www.psrc.org/transportation/special-needs/.

**Economic Development**

PSRC is home to the federally designated regional Economic Development District (EDD) for the central Puget Sound region covering King, Kitsap, Pierce and Snohomish counties. Its members include representatives from private business, local governments, tribes and trade organizations. PSRC created the Prosperity Partnership, a coalition of over 300 government, business, labor and community organizations from King, Kitsap, Pierce, and Snohomish counties dedicated to developing and implementing a common economic strategy. The Regional Economic Strategy—which focuses our region’s economic development efforts on clusters and economic foundations—was based on a comprehensive analysis of the region’s economy and competitive advantages. Development of the Regional Economic Strategy included extensive public outreach, including work with the African American Partners for Prosperity, Minority Economic Development Working Group, and other specific EJ outreach such as meeting with the Hispanic and Chinese Chambers and El Centro de la Raza. More information is available at http://www.psrc.org/econdev.

**Data Systems and Analysis**

The Data Systems and Analysis department administers a data and research program in support of growth management, transportation and economic development planning in the central Puget Sound region. The department develops and maintains regional planning data sets and delivers technical assistance to PSRC member governments and organizations. The DSA team produces EJ data for the different planning departments and maintains the EJ Demographic Profile. Several data sets are available to the public on PSRC’s website at http://www.psrc.org/data.

**B. Studies**

- Were any studies conducted during the reporting period that provided data relative to minority persons, neighborhoods, income levels, physical environments, and/or travel habits?
- If so, what type of assistance was provided to ensure that Title VI considerations were included in planning the studies?


### C. Draft TIPs

- **Was a Draft Transportation Improvement Program (TIP) released for public comment during the reporting period?**

Yes. The projects were reviewed and recommended for PSRC funding in July 2009 and released for public comment along with the entire draft TIP in September 2009.

- **What efforts were made to notify the public of the draft TIP?**

The projects included in the Draft 2010-2013 Regional TIP to receive new funds were developed through extensive collaboration among local governments, transit agencies, WSDOT and PSRC. Opportunity for public participation was provided throughout the project selection process, including the formal public comment and review period between the September 10, 2009 TPB meeting and the October 22, 2009 Executive Board meeting. In addition to specific efforts related to the project selection process and Draft 2010-2013 Regional TIP development process, all PSRC meetings are open to the public, and public comments are requested at the start of every meeting. Following are some of the highlights of the interagency coordination and public involvement that took place throughout the development of the Draft 2010-2013 Regional TIP.

- Up-to-date information was available on the TIP pages of PSRC’s website at [www.psrc.org/projects/tip/index.htm](http://www.psrc.org/projects/tip/index.htm) throughout the project selection process and development of the Draft 2010-2013 Regional TIP, including instructions for making public comments.
- PSRC’s Policy Boards At Work series featured several items regarding the 2009 project selection process, including the development of the Policy Framework document, the July 2009 TPB recommendations, and the September public comment period. At Work is sent to more than 1,200 committee members, legislators, and interested parties.
- Between January and June 2009, meetings were held in each of the following four countywide growth management policy organizations and technical committees regarding the project selection process:
  - Kitsap Regional Coordinating Council
  - Pierce County Regional Council
- Snohomish County Tomorrow Steering Committee
- King County Growth Management Planning Council – The Council has designated the King

• County elected officials on TPB to oversee their countywide process. Public review of recommended projects was conducted through the three subarea planning groups: Eastside Transportation Partnership, South County Area Transportation Board, and SeaShore Transportation Forum.
• Articles on the 2009 project selection process were featured in the March and September editions of PSRC’s Regional VIEW newsletter. The newsletter is published monthly and distributed to more than 10,000 agencies, cities, towns, organizations, and individuals. In addition, the Regional VIEW is posted on PSRC’s website and widely distributed to public libraries, universities, and news organizations in the region.
• A news release was sent to 175 media outlets announcing the release of the Draft 2010-2013 Regional TIP for public review and comment.
• Comments were requested in writing by mail, e-mail, or FAX, or by use of the comment form on PSRC’s website. Public comments could also be made in person at the TPB meetings on September 10 and October 8, and at the Executive Board meeting on October 22, 2009. Projects recommended for new funds were also displayed on PSRC’s website in an interactive map, enabling visitors to view transportation projects in proximity to their neighborhoods or individual commutes.
• All PSRC Board meetings where the project selection for PSRC funds as well as the draft 2010-2013 TIP were discussed were streamed live on the website at psrc.org and have been available in an archive format since those meetings took place.

• How were public comments solicited (written comments, public hearings, etc.)?

Comments were requested in writing by mail, e-mail, or FAX, or by use of the comment form on PSRC’s website. Public comments could also be made in person at the TPB meetings on September 10 and October 8, and at the Executive Board meeting on October 22, 2009. Projects recommended for new funds were also displayed on PSRC’s website in an interactive map, enabling visitors to view transportation projects in proximity to their neighborhoods or individual commutes.

• Was a public hearing held? If so, how many? What efforts were utilized to ensure broad citizen participation in the hearings?

A public hearing was not held, but the board meetings where TIP and PSRC funding decisions were made were open public meetings with opportunities for public comment that are publicized through multiple methods, streamed live on the web, recorded and posted on psrc.org.

• Provide a summary of Title VI related concerns and issues raised at the hearings, if any. Describe actions taken by the Title VI Liaison or Coordinator to facilitate and/or address the concerns that were raised.
This document shows all the public comments received on the TIP: http://www.psrc.org/assets/2855/Appendix_B.pdf. None of the comments were related to Title VI or Environmental Justice.

Appendix C-4 of this document includes the EJ analysis of PSRC funded projects and the TIP: http://www.psrc.org/assets/2823/Appendix_C.pdf

D. Other Public Hearings

- **Were any other public hearings held during the reporting period? If so, how many?**

  Several Transportation 2040 public meetings/open houses were held in the previous reporting period, but one final open house/Courtesy Public Hearing was held on July 9, 2009 (this reporting period). The purpose of the hearing was to give the public the opportunity to provide testimony on the findings of the DEIS to members of the Transportation Policy Board. All comments were transcribed by a court reporter and were included as official comments on the Draft EIS. The hearing was streamed live over the internet and can be watched here: http://psrc.granicus.com/MediaPlayer.php?view_id=2&clip_id=92.

- **What efforts were utilized to ensure citizen participation in the hearings?**

  The courtesy public hearing was featured in all of the notifications of the public comment period for the Draft Environmental Impact Statements, this includes print and electronic newsletters, media advertising, news releases, direct mailings, handouts, presentations, and agenda packets. All PSRC mailing lists include Title VI and EJ community groups, media, and representatives and these groups were included in the print and electronic newsletter send outs, direct mailings, and news releases. The hearing and DEIS were advertised in the FACTS newspaper, which is an EJ paper. The following open houses/workshops/meetings were held with the EJ community
  - King County Workshop at Rainier Beach Library
  - King County Roundtable Discussion
  - South King County Workshop at Auburn Library
  - South King County Roundtable Discussion
  - Kitsap County Workshop at United Way of Kitsap
  - County
  - Kitsap County Roundtable Discussion
  - Pierce County Workshop at Korean Women’s Association
  - Pierce County Roundtable Discussion
  - Snohomish County Workshop at United Way of
  - Snohomish County
  - Snohomish County Roundtable Discussion

- **Were minorities and women, both individually and through their organizations, represented in the citizen participation effort? How many and in what capacity?**

  Specific outreach targeted to environmental justice populations was scheduled to coincide with the DEIS written comment period, which included the Courtesy Public Hearing. The five workshops were conducted throughout the region in locations and at
times accessible and convenient to the targeted participants. There was one workshop each in Kitsap, Pierce, and Snohomish counties, and two in King County. Additional EJ outreach occurred in February/March 2010 to solicit comment on the Draft Plan. A full report of the EJ outreach effort is available here: [http://www.psrc.org/assets/4883/Appendix_G - Environmental Justice - FINAL - August_2010.pdf](http://www.psrc.org/assets/4883/Appendix_G - Environmental Justice - FINAL - August_2010.pdf)

E. Upcoming Year

- Describe plans for the upcoming year, including any significant problem areas to focus on and plans for approaching them.

In FY11, work will begin to conduct a prioritization process for Transportation 2040 and PSRC will seek a sustainable communities grant from HUD. There haven't been any significant problems in this area.

5. Environmental Affairs: Accomplishment Report and Update

A. Monitoring and Review Process

- Describe the actions taken to promote Title VI compliance regarding environmental affairs, including monitoring and review processes, and their outcomes or status.

PSRC's Environmental Impact Statements include a chapter analyzing the impacts of the planning effort on Title VI and Environmental Justice populations. The chapter is then shared with Title VI and EJ community representatives at focus group meetings.

B. Staff Responsible for Environmental Affairs

- Identify the titles, ethnicity, and gender of employees working on Environmental Affairs activities.

Norman Abbott, Director of Growth Management Planning, Caucasian, Male. Oversees the growth management department, is SEPA responsible official.

Sean Ardussi, Senior Planner, Caucasian, Male, Oversaw the Transportation 2040 Environmental Impact Statement.

- Were there any staff vacancies for any of these positions during the reporting period?

No.

- If there were staff vacancies, what efforts were made by the Title VI Liaison or Coordinator to increase the representation of minorities and women if they are under-represented in the Environmental Affairs staff?

There were no vacancies.
C. Environmental Impact Statements (EIS)

• Were any EISs conducted during the reporting period? If so, how many?

One EIS was conducted during the review period. This EIS included a chapter on Environmental Justice. See: http://www.psrc.org/assets/3692/17-Environmental_Justice.pdf and http://www.psrc.org/assets/3707/Appendix_M-Environmental_Justice_Public_Outreach_Summary_Report.pdf

• During the reporting period, was there a need to utilize bilingual advertisements, notices, announcements, etc.? If so, describe.

No, there was not. Based on PSRC’s four factor analysis, information is translated by request rather than automatically. PSRC’s operating area is the 4 county region of King, Kitsap, Pierce, and Snohomish, and no languages top the 5% threshold for this large of an area.

However, PSRC offered Spanish and Vietnamese translation services during the reporting period. This was advertised on the website, psrc.org, on agenda packets, and all publications. No requests for translations were received.

• Summarize comments provided on EISs where minority communities were adversely impacted.

All alternatives in the Transportation FEIS would result in positive user benefits to environmental justice populations. Fifty-six or 3% of the 2,054 comments received confirmed a public desire for equity and social justice to be considered in the planning process.

• How many EIS public hearings were held during the reporting period?

One open house/Courtesy Public Hearing was held on July 9, 2009. The purpose of the hearing was to give the public the opportunity to provide testimony on the findings of the DEIS to members of the Transportation Policy Board. All comments were transcribed by a court reporter and were included as official comments on the Draft EIS. The hearing was streamed live over the internet and can be watched here: http://psrc.granicus.com/MediaPlayer.php?view_id=2&clip_id=92.

• How were the hearings advertised, and was it adequate to provide notification to minorities?

The courtesy public hearing was featured in all of the notifications of the public comment period for the Draft Environmental Impact Statements, this includes print and electronic newsletters, media advertising, news releases, direct mailings, handouts, presentations, and agenda packets. All PSRC mailing lists include Title VI and EJ community groups, media, and representatives and these groups were included in the print and electronic newsletter send outs, direct mailings, and news releases. The hearing and DEIS were advertised in the FACTS newspaper, which is an EJ paper. The following open houses/workshops/meetings were held with the EJ community

− King County Workshop at Rainier Beach Library
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- South King County Workshop at Auburn Library
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- Kitsap County Workshop at United Way of Kitsap
- County
- Kitsap County Roundtable Discussion
- Pierce County Workshop at Korean Women’s Association
- Pierce County Roundtable Discussion
- Snohomish County Workshop at United Way of Snohomish County
- Snohomish County Roundtable Discussion

• Provide a summary of Title VI related concerns and issues raised at the hearings, if any. Describe actions taken by the Title VI Liaison or Coordinator to facilitate and/or address the concerns raised.

The following summarizes key themes that were heard at the EJ Roundtable Discussions on the DEIS:

- Lack of trust in government and fear that adverse impacts will outweigh benefits.
- Concern about traffic diversion onto local, untolled roads.
- Strong reservations about tolling arterials.
- Need to coordinate planning for land use, transit, economic development, and housing.
- Need to ensure equity and fairness in tolling practices.
- Need to dramatically expand transit service and improve travel connectivity and convenience.
- The need to preserve and improve air quality in low-income and minority communities.
- Concern that the plan focuses on meeting the needs of the average resident and does not adequately address populations with transportation unique needs.

These comments directly influenced the final composition of Transportation 2040, which addresses many of these concerns:

- An aggressive transit investment strategy to increase the availability of alternatives to driving alone, more than doubling local transit service.
- A tolling system for limited access freeways that does not directly toll local arterials.
- Investment of a portion of tolling revenue in transit and paratransit services, focused on serving centers and areas with high concentrations of employment.
- Additional funding for special needs transportation services proportional to the growth of special needs populations.
- A mix of investments that reduces regional per capita vehicle miles traveled and delay.
- Many more transit, bicycle, pedestrian, rideshare, and other travel options to avoid or minimize congestion.
- Support for the VISION 2040 Regional Growth Strategy, which calls for affordable housing, services and employment to be concentrated in regional growth centers.
- Improved air and water quality throughout the region.

Transportation 2040 Benefits. These and other plan elements were shown to convey a wide variety of benefits to minority and low-income people in the central Puget Sound region:

- Speeds and trip reliability will improve for all motorists and transit.
• Substantial increases in transit access, routes, and frequency will benefit low-income populations, especially those living in or near regional growth centers.
• Substantial increases in paratransit and improvements to connectivity and access will benefit special needs and senior populations.
• Owning, maintaining, and operating a vehicle is very expensive, therefore, low-income populations will benefit from the availability of many more options to driving alone.
• Low-income and minority populations who suffer from higher obesity rates and similar adverse health impacts will benefit from substantial improvements to pedestrian and bicycle infrastructure, especially in regional growth centers.
• By providing many more opportunities to use transit, bike, or walk instead of driving alone, the plan will benefit communities by containing or reducing the transportation-related impacts to air quality, environmental health, and noise.

Potential adverse effects. Potential adverse effects were also identified:
• The toll payment would burden low-income populations, especially those who are car dependent.
• The electronic payment method would also burden low-income and limited-English proficient populations.
• Construction and operation of new road and transit facilities may adversely affect the people and environment near those facilities, which may include low-income and minority populations.

PSRC recognizes the importance of these issues. This analysis highlights these issues and recommends that they be included in future analysis for project-level environmental review, but cannot analyze these issues at the plan-level. For more detailed information on findings of the environmental justice roundtable discussions, see http://www.psrc.org/assets/3707/Appendix_M_Environmental_Justice_Public_Outreach_Summary_Report.pdf

• Were any Title VI related complaints filed as a result of the EIS?

No.

D. Upcoming Year
• Describe plans for the upcoming year, including any significant problem areas to focus on and plans for approaching them.

No EIS’s are planned for FY11. There haven’t been any significant problems in this area.


A. Monitoring and Review Process
• Briefly describe the process for issuing RFPs and soliciting consultants.

After it is determined that and RFP(Q) needs to be issued we post the RFP(Q) on PSRC’s website and then proceed to advertise the release. This is done by sending an email to all registered consultants along with advertising in the local Business Journal,
one minority newspaper and posting an ad on the States OMWBE website for Minority and Women owned businesses.

- Describe the actions taken to promote consultants’ compliance with Title VI, including monitoring and review processes, and their outcomes or status. (I.e. are Title VI requirements included in all contracts and consultant agreements; were contractors and consultants annually reviewed to ensure compliance; are Title VI issues explained to contractors and consultants?)

  PSRC has Title VI requirements in all of our agreements and contracts and require any contractor to include those requirements in all sub-contracting opportunities. We also require consultants to fill out a Title VI review form and attach their policy regarding non-discrimination.

B. Consultant Contracts

- How many consultants have contracts with the Regional Council? For fiscal year 2010 we had 22 contracts.
- Dollar value of each contract?
  
  Contract 2010-01: $4,000  
  Contract 2010-02: $22,000  
  Contract 2010-03: $24,000  
  Contract 2010-04: $18,910  
  Contract 2010-05: $66,186  
  Contract 2010-06: $66,156  
  Contract 2010-07: $202,342  
  Contract 2010-08: $47,276  
  Contract 2010-09: $30,053 DBE  
  Contract 2010-10: $20,000  
  Contract 2010-11: $0  
  Contract 2010-12: $50,000  
  Contract 2010-13: $10,000  
  Contract 2010-14: $100,000  
  Contract 2010-15: $12,000  
  Contract 2010-16: $9,500  
  Contract 2010-17: $90,000  
  Contract 2010-18: $19,500  
  Contract 2010-19: $5,000 DBE  
  Contract 2010-20: $5,000  
  Contract 2010-21: $61,000  
  Contract 2010-22: $921,700

- How many of these consultants are DBEs? 2
- What efforts were made to utilize DBE consultants? We post all RFP(Q)’s to the States Office of Minority and Women Owned Businesses website and to a minority paper.
- Is there currently a separate list maintained on DBE consultants based on the most current information from the Washington State Office of Minority and Women’s Business Enterprises Web site at www.omwbe.wa.gov? No.
- How is the list utilized to increase DBE participation in consultant contracts? The list itself is not currently used however as stated opportunities are advertised on the website
• What methods were used during the review period to ensure Title VI related contract agreements were adhered to? The Title VI Consultant Compliance Review Form

C. Upcoming Year

• Describe plans for the upcoming year, including any significant problem areas to focus on and plans for approaching them.

In addition to current advertising practices we will also be utilizing the Washington Electronic Business Solution (WEBS) to increase our outreach to all possible vendors.

7. Education & Training: Accomplishment Report and Update

A. Monitoring and Review Process

• Describe the actions taken to promote Title VI compliance regarding education and trainings, including monitoring and review processes, and their outcomes or status.

Minorities, women, veterans, individuals with a disability, and other individuals protected by Title VI and federal and state anti-discrimination laws are provided with equal opportunity and fair treatment in all employment-related decisions, including opportunities for education and training.

All PSRC employees are encouraged to participate in professional development and training. All materials received by the agency on training and education opportunities are made available to all employees, which includes all information on federally funded training, such as courses provided by the National Highway Institute (NHI) and the National Transit Institute (NTI).

B. Staff Responsible for Coordinating Training

• Identify staff by job title, ethnicity, and sex responsible for selecting which employees receive training.

The following individuals received education/training from the Puget Sound Regional Council in FY10:

<table>
<thead>
<tr>
<th>Title</th>
<th>Ethnicity</th>
<th>Gender</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chief Financial Officer</td>
<td>White</td>
<td>Female</td>
</tr>
<tr>
<td>Principal GIS Analyst</td>
<td>White</td>
<td>Male</td>
</tr>
<tr>
<td>Senior Planner</td>
<td>Asian</td>
<td>Male</td>
</tr>
<tr>
<td>Senior Planner</td>
<td>White</td>
<td>Female</td>
</tr>
</tbody>
</table>
C. Complaints

- Were there any civil rights complaints filed with the state concerning training and educational opportunities? **No.**
- If so, what corrective actions has the state taken? Provide a summary of concerns raised, complaints filed, status, etc.

D. NHI Training

- List the NHI sponsored programs attended by Regional Council staff. Provide a list of participants by job title.

  Regional Council staff did not attend NHI sponsored programs in FY10. One Regional Council staff (Principal Planner) did attend an NTI sponsored program in FY10.

E. Title VI Training

- Was any Title VI training information provided by WSDOT during the reporting period? **No.**
- If so, how did the Regional Council assist WSDOT in the distribution of information on these training programs?
- If applicable, how many participants attended trainings? What was the subject of the trainings? Provide the job titles and Title VI roles, if applicable, of attendees.
- Was any other civil rights training conducted? **No.**
• If so, what type of training (course content)? Provide a list of participants by job title and Title VI role, if applicable.

A. Upcoming Year:

• Describe plans for the upcoming year, including any significant problem areas to focus on and plans for approaching them.

In FY11, PSRC continued to support staff in their educational goals such as taking courses at local colleges and/or attending seminars/conferences related to their positions. There haven’t been any significant problems in this area.