



Biennial **Budget** and Work Program

Fiscal Years 2020 – 2021 (July 2019 – June 2021)

Amended Supplemental Budget



Puget Sound Regional Council

Washington
September 2020

Lake Dorothy, Alpine Lakes Wilderness Area



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Puget Sound Regional Council
Washington**

For the Fiscal Year Beginning

July 1, 2019

Christopher P. Morill

Executive Director

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to Puget Sound Regional Council (PSRC), Washington, for its Annual Budget for the fiscal year beginning July 1, 2019. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

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MESSAGE from the EXECUTIVE DIRECTOR

Introduction

We are pleased to present the 2020-2021 budget and work program for the Puget Sound Regional Council for your review and approval. This steady state budget supports PSRC's core regional planning, funding and data activities and continues to provide essential services to our members.

In an increasingly complex and changing region, PSRC helps bring leaders together to work on solutions to the challenges in front of us. The past few months have challenged local elected leadership like no other time. The Puget Sound region was an early epicenter of the COVID-19 outbreak. Local elected officials led the way to mobilize a response to this unprecedented health crisis. Shocking instances of brutality across the nation have given rise to protests. Residents from all walks of life, in communities across the region, demand action to confront historic inequities and injustices. Local governments have demonstrated the important role and responsibility they have to provide for public health, safety, and opportunity for all.

The economic gains in recent years that made our region among the fastest growing in the country came to an abrupt halt due to COVID-19. Many people and businesses are suffering and the region continues to face a shortage of affordable housing. Our work program pays attention to these concerns, focusing on both near- and long-term planning, implementation and funding actions to help the region recover and prepare for future growth. During this biennium, a major milestone will be the adoption of VISION 2050. This plan will guide anticipated growth in ways that support regional objectives for thriving communities, a strong economy and a healthy environment. Other major activities during this period include completing the Regional Aviation Baseline Study and beginning an update to the Regional Transportation Plan. PSRC will also select projects to receive federal transportation funding and provide regional data and forecasts essential for regional and local planning. Communicating what we do at PSRC to our members and the public will continue to be a high priority, using social media, video and other techniques to increase awareness of our work.

Planning for a Growing Region

Population in our region has surged to over 4 million, with more than 440,000 new residents added since 2010. More growth is coming. Forecasts show the region needs to plan for 1.8 million additional people and 1.2 million new jobs by 2050. In 2019-2020, PSRC will put the finishing touches on VISION 2050, working with our members and other stakeholders and seeking public input to shape the final plan. VISION 2050 will address several priority topics that are top of mind of many in the region, including social equity and housing affordability. Following adoption of VISION 2050, we will be

working with members on actions focused on housing and implementing the regional growth strategy.

PSRC is leading a Regional Aviation Baseline Study to produce information critical for understanding the region's aviation needs – and options for meeting those needs in the future. The study will set the stage for future planning and will be the first phase of potentially more focused studies on specific areas of emphasis.



Arlington

Keeping the Region Moving



Capitol Hill Link Station

PSRC will continue to focus on improving the regional transportation system through planning and funding activities. Through our work to maintain the region's 2019-2022 Regional Transportation Improvement Program, we will advance transportation investments worth over \$6 billion that will maintain and improve mobility. Additional federal funds will be distributed through PSRC's competitive project selection processes in 2019 and 2020. We will also kick off the update to the Regional Transportation Plan. This work will include policy and technical research into a variety of transportation topics, including transit, passenger ferries and technology. We will convene a multi-sector working group focused on helping our members prepare for innovations in transportation technology and shared mobility.

Sustaining Economic Vitality

The regional economic strategy Amazing Place is the guiding document for key regional economic initiatives. The Economic Development District Board will continue to shepherd a work plan of initiatives to implement the strategy. This will include identifying emerging industry opportunities and bringing together economic development interests to support economic recovery in the region.



Eagle Harbor Marina - Bainbridge Island



Everett Community College

PSRC will continue to serve as a center for regional data and forecasts on population, housing, land use, transportation and the economy. PSRC's forecasting models will be put to work to inform analysis for VISION 2050 and the Regional Transportation Plan, including future year land use and travel conditions. We will also conduct a fourth wave of the Puget Sound Regional Travel Survey, which collects the household travel data that feeds into PSRC's models. We will continue to track data trends to measure the performance of our regional plans. More information on our budget and work program is described in the pages ahead. I encourage your feedback on our work and thank you

for joining us at the regional table to create a bright future for central Puget Sound. will continue to serve as a center for regional data and forecasts on population, housing, land use, transportation and the economy. PSRC's forecasting models will be put to work to inform analysis for VISION 2050 and the Regional Transportation Plan, including future year land use and travel conditions. We will also conduct a fourth wave of the Puget Sound Regional Travel Survey, which collects the household travel data that feeds into PSRC's models. We will continue to track data trends to measure the performance of our regional plans.

More information on our budget and work program is described in the pages ahead. I encourage your feedback on our work and thank you for joining us at the regional table to create a bright future for central Puget Sound.

Josh Brown
Executive Director, Puget Sound Regional Council

PSRC at a GLANCE

What is the Puget Sound Regional Council?

The Puget Sound Regional Council (PSRC) is a regional planning organization that develops policies and makes decisions about transportation planning, economic development and growth management in the four-county Puget Sound region.

Under state and federal mandates and an Interlocal Agreement signed by its members, PSRC conducts and supports numerous state and federal planning, compliance and certification programs which enable members and other jurisdictions and entities in the region to obtain state and federal funding.



Community Transit - Mountlake Terrace Transit Center

PSRC is designated under federal law as the Metropolitan Planning Organization, and under state law as the Regional Transportation Planning Organization, for King, Kitsap, Pierce and Snohomish counties.

PSRC provides creative, pragmatic regional planning and research to address current issues, and to explore future needs and options that could benefit the region.

As a regional planning agency, PSRC does not duplicate the activities of local and state operating agencies, but supports their needs with complementary planning and advocacy. PSRC performs strategic analyses of trends, consequences of future growth and transportation policies, and implications of future options to address growth and transportation needs. It is a center for the collection, analysis and dissemination of information vital to business, citizens and governments in the region.

Mission

The mission of the Puget Sound Regional Council as established in the Interlocal Agreement is "...to preserve and enhance the quality of life in the central Puget Sound area." To achieve this mission, the PSRC will:

- Prepare, adopt and maintain goals, policies, and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based on local comprehensive plans of jurisdictions within the region.
- Ensure that provisions of state and federal laws pertaining to regional transportation planning and regional growth management are implemented in the region.

Functions

PSRC 's Interlocal Agreement establishes the organization's growth management, transportation, economic development, forum and technical assistance responsibilities, highlighting the following functions:

- Meet Metropolitan Planning Organization responsibilities for the four counties, including development and maintenance of a regional transportation plan, and programming federal transportation funds.
- Fulfill Regional Transportation Planning Organization requirements prescribed by state law for the four counties; ensure that regional transportation, land use and economic development plans are integrated and that state, regional and local transportation plans are consistent.
- Maintain VISION 2040 as the adopted regional growth, transportation and economic strategy.
- Develop and maintain a regional database; forecast and monitor economic, demographic and travel conditions in the region as the foundation for local and regional planning.
- Provide technical assistance to local governments, state and federal governments, and business and community organizations.
- Provide a forum to discuss emerging regional issues.
- Provide staff support for the region's Economic Development District.

Other Agency Mandates

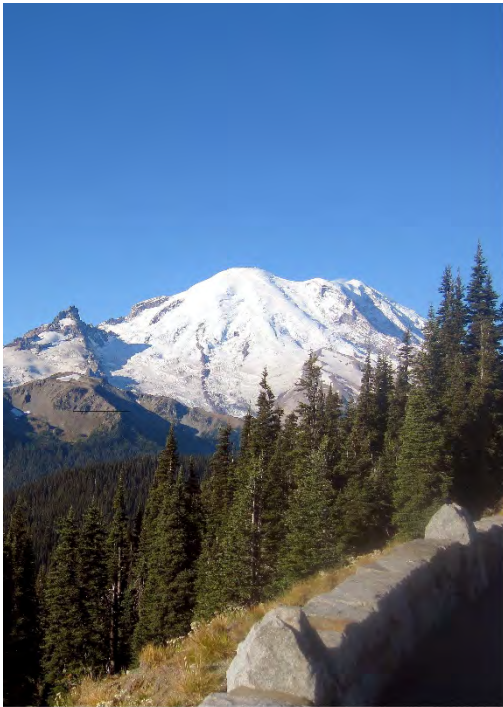
In addition to its own governing Interlocal Agreement, PSRC operates under numerous federal and state laws, including:

- The federal Fixing America's Surface Transportation (FAST) Act
- Amendments to the federal and state Clean Air Acts
- The state Growth Management Act
- Numerous state transportation statutes, including transportation demand management and commute trip reduction laws, and the High Capacity Transit Act

As the designated Metropolitan Planning Organization for the four-county central Puget Sound region, PSRC meets these federal and state requirements so that the region is eligible to receive transportation funds from the state and federal government.

PSRC works to meet its mandates under these and other laws in a variety of ways. It has specifically established institutional relationships with member governments and other key regional decision-makers to help ensure these mandates are met and the region's goals are achieved.

For example, in addition to representation from local government members, PSRC 's Transportation Policy Board includes representatives from the Washington State Department of Transportation, the state Freight Mobility Strategic Investment Board, transit operators, ports, tribes, the Puget Sound Clean Air Agency, businesses, labor groups, community groups and other organizations. The Growth Management Policy Board includes representatives from business, labor, environmental and community organizations.



Mount Rainier

PSRC also utilizes a number of other advisory bodies, including a Regional Staff Committee composed of senior staff from local governments, state agencies, transit agencies, and ports, to provide ideas and valuable insights on ways to address important regional issues.

Other committees, involving member agency staff and representatives of business, environmental, citizen and other interests, research and resolve technical issues related to regional policy development, and review and recommend major transportation projects, including bicycle, pedestrian and other transportation enhancement projects, for funding.

PSRC also engages in many outreach activities to inform and involve communities and residents of the region. These efforts include

forums, surveys, workshops, conferences, open houses, and a large variety of reports, technical papers and other publications. PSRC also maintains a website (www.psrc.org).

Regional Profile

The Puget Sound Regional Council covers over 6,267 square miles in land area. There are 82 cities and towns that make up the membership of PSRC. In 2018, the Puget Sound region accounted for 56% of the population of Washington State. Over 71% of the region's population lived in the region's thriving incorporated cities and towns as of April 2018. Since 2010, over 94% of the population growth in the region has occurred in the region's incorporated areas

Area	2010 Population	2018 Population	Change in Population
Region	3,691,000	4,135,000	444,000
Incorporated	2,527,000	2,945,000	418,000
Unincorporated	1,164,000	1,190,000	26,000

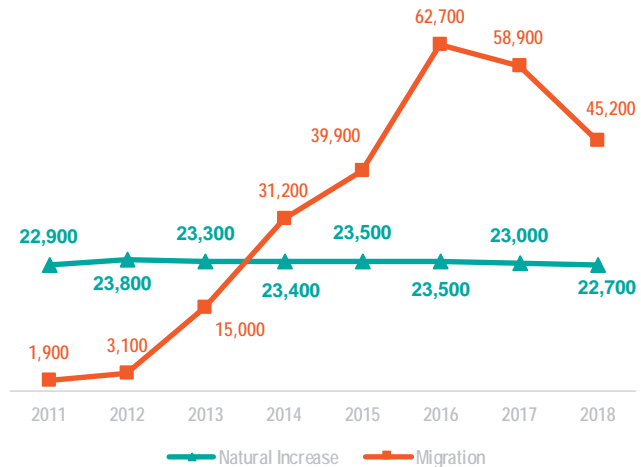
City	2010 Population	2018 Population	Change in Population
Seattle	609,000	730,000	121,000
Tacoma	198,000	209,000	11,000
Bellevue	122,000	142,000	20,000
Kent	92,000	129,000	37,000
Everett	103,000	111,000	8,000

Source: April 1, 2018 Population of Counties, Washington State Office of Financial Management

Seven of the ten largest cities in Washington are located in the PSRC area. Of these, the top five largest in cities in the region are shown in the table above. Seattle continues to be the largest city in the state and has increased the most in population since 2010, accounting for over 27% of the total regional population growth since 2010. Overall, the top five largest cities in the region have accounted for more than 44% of the total regional population since 2010.

Population Growth

The region has experienced a rapid increase in population since early 2013 as the region has continued to recover from the Great Recession. Between 2015 and 2018 almost 167,000 new people moved to the region. Over 70% of the population increase between 2015 and 2018 is attributed to people migrating to the region from other places both inside and outside of Washington. Californians made up the largest component of the migration from places outside of Washington.

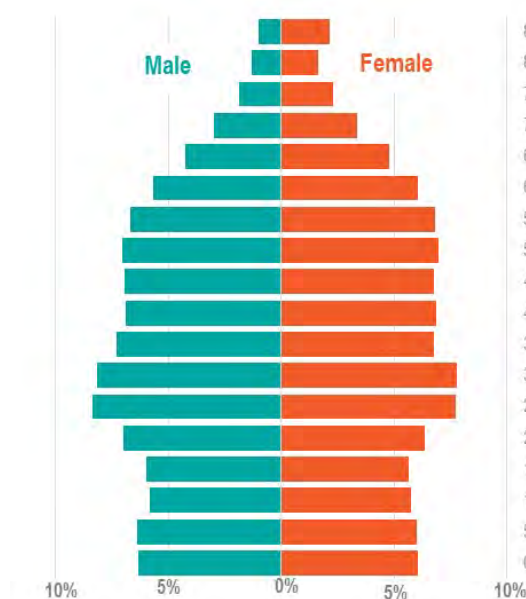


Source: 2018 Population and Components of Change, Washington State Office of Financial Management

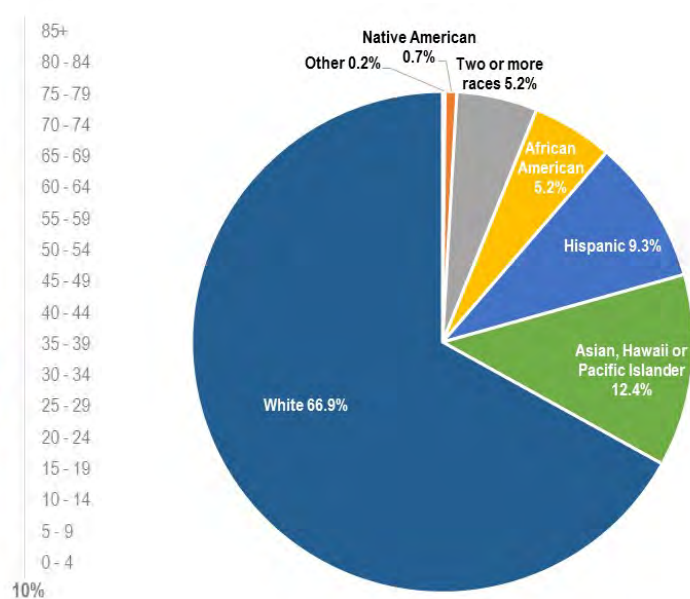
Population Distribution

According to the latest American Community Survey data, approximately 67% of the population of the region is non-Hispanic white followed by over 12% Asian, Hawaiian or Pacific Islander. The region continues to attract many new people from outside the region and the demographic profile continues to reflect those changes in diversity.

Men and women between the age of 25-35 made up almost 16% of the region's population in 2015 and were the two largest 5-yr age groups for both men and women in the region. As the population continues to age, it is expected that the upper end of the age/gender pyramid will shift to a larger population share in the older age groups.



Source: United States Census Bureau, ACS 2015 1yr Data table S0101



Source: United States Census Bureau, ACS 2015 5yr Data table B03002

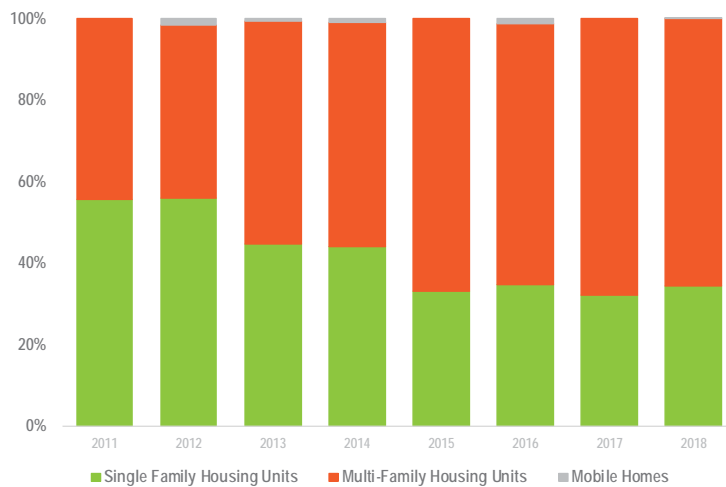
Housing Growth

Recovery in the housing market following the Great Recession accelerated in the Puget Sound Region along with the population and employment growth in late 2012 and 2013. In the past year the region added over 24,000 housing units to the market – almost 2.5 times the number of housing units that were added between 2010 and 2011.

New Housing Units	2010 to 2011	2011 to 2012	2012 to 2013	2013 to 2014	2014 to 2015	2015 to 2016	2016 to 2017	2017 to 2018
Total	9,860	9,430	13,960	17,780	20,510	21,020	23,340	24,290
Single Family	5,500	5,280	6,250	7,860	6,790	7,290	7,520	8,360
Multi-Family	4,370	4,010	7,610	9,760	13,740	13,460	15,910	15,910

Source: Postcensal Estimates of April 1 Housing Units, 1990 to Present, Office of Financial Management, Forecasting and Research Division

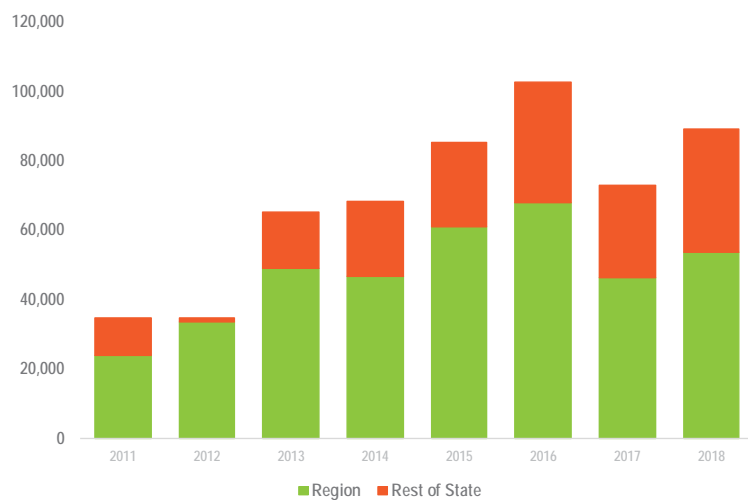
As the region continues to grow, a larger share of the new housing being provided in the region is multi-family housing. Between 2010 and 2011, approximately 45% of all new construction was multi-family housing. This increased to over 66% between 2017 and 2018.



Source: Postcensal Estimates of April 1 Housing Units, 1990 to Present, Office of Financial Management, Forecasting and Research Division

Employment Growth

Total employment in the Puget Sound Region totaled over 2 million jobs in 2016 and job growth averaged over 3.2% in 2016 - almost twice the rate of our record population growth. All four counties in our region added jobs. The services sector, which includes jobs from IT, business services, recreation and food services, added the most jobs in the region between 2017 and 2018. Almost 70% of the statewide increase in jobs between 2010 and 2018 occurred in the region.



Puget Sound Regional Council Member Jurisdictions

– Counties, Cities and Tribes



Figure 1 – Map of PSRC Member Jurisdictions

Membership and its Benefits

The PSRC membership includes the four counties of King, Kitsap, Pierce, and Snohomish and most of the cities they contain, and the Muckleshoot Tribe, Puyallup Tribe of Indians, and Suquamish Tribe. Of the 82 cities in the region, 74 are members of the PSRC. The jurisdictions of the region are shown in Figure 1. Statutory members of the PSRC include the four port authorities of Everett, Seattle, Bremerton and Tacoma; the Washington State Department of Transportation, and the Washington State Transportation Commission.



Bellevue Public Library

Associate members include the Snoqualmie Tribe, and the Tulalip Tribes, Island County, the Thurston Regional Planning Council, University of Washington, and Port of Edmonds. In addition, a memorandum of understanding with the region's six transit agencies outlines their participation in the PSRC. Fifty percent of the county and city elected officials who serve on the PSRC Executive Board must also serve on transit boards.

Benefits of Membership

- **A voice in key regional decisions** – Membership provides opportunities for elected officials and staffs of member jurisdictions and agencies to work together and to resolve growth, transportation and economic issues that cross jurisdictional boundaries.
- **Distribution of federal transportation dollars** –PSRC receives approximately \$234 million in federal transportation dollars each year and conducts a competitive project selection process every two to three years.
- **Economic Development** – The Central Puget Sound Economic Development District and the Puget Sound Regional Council joined forces in 2004 to better integrate economic, growth and transportation planning for the region. In addition to benefiting the members, we are working closely with the federal Economic Development Administration and the public and private partners around the region to promote economic development.
- **Technical assistance to obtain federal and state funding** – Membership also provides access to information and technical assistance to obtain federal and state transportation funds. A large portion of the dues that members pay is used as matching funds for state and federal grants; more than six dollars are received in state and federal grants for every dollar of dues used as matching funds.
- **Education & training** – Members participate in a wide variety of workshops and other education and training opportunities to learn about important issues for local jurisdictions.
- **Data to meet special planning needs** – Membership also makes available a broad range of information and data to meet specific needs. This information includes employment, population and travel data necessary to meet the requirements of the Growth Management Act and other laws, and technical

studies and policy analyses available through universities, private research and other sources, to meet special needs. This includes a large amount of data and information that a number of PSRC members, especially smaller jurisdictions, might not have enough staff time or resources to acquire on their own. Members receive highest priority when requesting data or information.

- **Geographic Information Systems** – Many of the PSRC databases are integrated into map formats for use in Geographic Information System (GIS) software. These databases are accessible to members, along with GIS assistance and custom map products.
- **Free standard and secondary data products and working data sets** – These data are provided free to members. Members also are not charged for custom requests that can be done in a short period of time, and a portion of the costs for members' larger requests are charged against a prorated portion of members' dues, while non-members pay the full costs of custom data requests.
- **Technical expertise** – Membership also provides access to an extensive range of technical expertise in areas such as transit and transportation planning, economics and economic development, growth management, demographics, and use of geographic information systems.

Organization and Decision-Making



Kitsap County Point No Point

The Puget Sound Regional Council is governed by a General Assembly and Executive Board. The Growth Management and Transportation Policy Boards and Operations Committee advise the Executive Board.

Appendix A, (Page A-1; Puget Sound Regional Council Committee Structure) provides an overview of the Regional Council's organizational structure.

General Assembly

The General Assembly is composed of all member jurisdictions and agencies. At Assembly meetings, all elected officials from the executive and legislative branches of member cities, towns, counties, tribes, ports and representatives from the state agencies are eligible to attend and vote on behalf of their members. Votes are allocated proportionally as specified in the Interlocal Agreement signed by all members. The Assembly meets at least annually to review and vote on key Executive Board recommendations such as those concerning the budget and work program and growth and transportation plans and amendments. The General Assembly also elects the president and vice president of PSRC.

Executive Board

Members of the Executive Board are appointed by their General Assembly constituents to represent the member governments. The Board is chaired by the PSRC president, meets monthly, and carries out delegated powers and responsibilities between meetings of the General Assembly.

Operations Committee

The Operations Committee is composed of Executive Board members and is chaired by the PSRC's vice president. The committee reviews and makes recommendations to the Executive Board on the budget and work program, and on contracts and other financial and personnel issues.

Policy Boards

The Interlocal Agreement provides for two key policy boards to advise the Executive Board – a Transportation Policy Board and a Growth Management Policy Board. The Transportation Policy Board also is required under PSRC's responsibilities as the Regional Transportation Planning Organization for the central Puget Sound region. Both boards include representatives of the PSRC's member jurisdictions and other appropriate representatives of regional business, labor, civic and environmental groups.

Economic Development District

Through the signed Memorandum of Agreement with the Central Puget Sound Economic Development District, PSRC provides contract services to support District Board activities and work program.



Pacific Science Center



Budget Strategy & Overview

The budget and work program supports regional objectives, local government priorities, mandates associated with PSRC's designation as the Metropolitan Planning Organization and Regional Transportation Planning Organization for the region, and established state and federal emphasis areas, the state Growth Management Act, and the services provided to the Central Puget Sound Economic Development District.

PSRC's Integrated Planning Timeline

The Integrated Planning Timeline (Figure 2) is a multi-year schedule of PSRC's regional planning activities. The intent is to coordinate major planning products to ensure that PSRC meets state and federal requirements, avoids conflicts, integrates with local planning schedules, and completes internal work needed to support major planning products in a timely manner.

How the PSRC budget ties to long term planning goals and priorities

The biennial budget and work program supports regional land use, transportation, and economic development planning and coordination. The budget provides resources to complete an update of the region's growth management strategy, VISION 2050, and for preliminary work on a scheduled 2022 update of the Regional Transportation Plan. Resources are also identified for continued improvement of the region's transportation demand and land use models, development of updated growth forecasts, and for collection and analysis of data to support the planning work. Forward-looking regional plans and up-to-date data and analysis tools are timed to support required updates of PSRC members' local comprehensive plans, anticipated for adoption in the 2024-2025 biennium.



Tacoma Narrows Bridge

Integrated Planning Timeline, 2019-2027

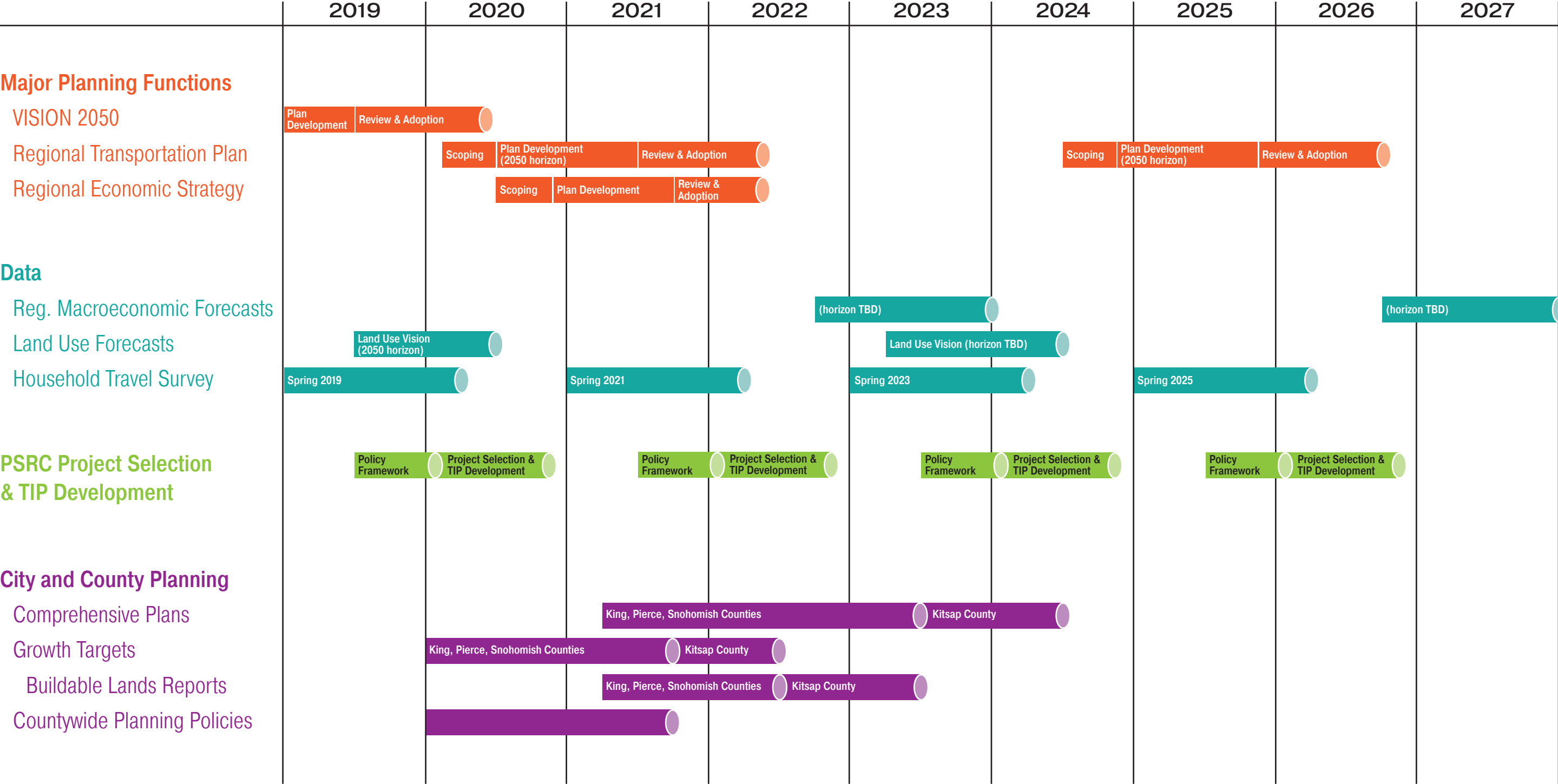


Figure 2 - Integrated Planning Timeline (FY2019-2027)

Short-term factors influencing budget decisions

During the development of the biennial budget proposal several factors were taken into consideration including:

- PSRC's effort to sustain financial health, ensure agency resources are used in an effective and accountable manner, and maintain internal management controls.
- The need for a balanced budget proposal based on conservative revenue estimates from reliable sources.
- Accomplishing the regional planning activities that are outlined in the Integrated Planning Timeline.
- Completing work tasks on time with identified resources.
- Updating policies to keep current with the latest regulations.
- Inflationary factors.
- Maintaining sufficient funds to meet current expenses (cash flow).
- Increasing amount of reserve funds to meet minimum recommended balance.
- Impact of the rising costs of employee benefits on the total cost of labor.
- The need for wage increases sufficient to remain competitive in job market

Estimated Revenues and Expenditures



Bremerton Fountain Park

The revenue and expenditure assumptions are illustrated in tables 1 - 7 and figures 3 - 5. Figures 3 - 5 show the revenue and expenditure comparison between the September 2020 Amended Supplemental FY2020-2021 Budget and the July 2020 Amended Supplemental FY2020-2021 Budget.

Funding Sources: Table 1 summarizes the revenue by funding source and compares the adopted budget to the current budget. Table 4 provides a more detailed listing of

each revenue source and amount.

As shown on Table 4, of the different funding sources, the largest are the planning funds provided by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA 5303) grants. The funds from the FHWA and FTA are associated with the Metropolitan Planning Organization requirements of federal law. To remain eligible for these funds, the Regional Council is required to:

- Review Regional Transportation Plan for conformance with federal requirements and revise it, if necessary;
- Develop, in all four counties now included in the designated Metropolitan Area Boundary (rural and urbanized areas), a transportation project selection process and analyze the operations of the current and future transportation systems; and

- Ensure that the Transportation Improvement Program meets new federal requirements.

(These activities are partly supported by state and local funds.)

Regional Transportation Planning Organization (RTPO) funds provided by the Washington State Department of Transportation to Regional Transportation Planning Organizations such as PSRC provide for local governments and the state to coordinate transportation planning for regional transportation facilities.

Federal Transit Administration Urbanized Area Formula Grants (FTA5307) are available for transportation-related planning.

Federal Transit Administration Enhanced Mobility of Seniors & Individuals with disabilities – Section 5310 (FTA 5310) formula funding is made available to states for the purpose of assisting nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

Surface Transportation Block Grant Program (STBGP) funds from FHWA are allocated by WSDOT to Metropolitan Planning Organizations for prioritizing and selecting projects that align with regional priorities.

The Economic Development Administration (EDA) Planning Grant supports the work of the Central Puget Sound Economic Development District. See the Economic Development work element.

Membership dues from member towns, cities, counties, tribes and transit agencies provide matching funds for grants, support various elements of the work program and provide for PSRC's reserve funds. Anticipated revenues are revenues from traditional sources that are expected but not yet available.

Of the \$33.41 million in total revenues for the September 2020 Amended Supplemental FY2020-2021 Budget, \$17.80 million is from federal grants, \$2.12 million is from state grants, \$8.85 million in local and grant funds carried over from previous fiscal years, and \$4.65 million in local funds. The local funds include \$4.36 million in local membership and transit dues, and \$290,000 from the Central Puget Sound Economic Development District. The distribution of the local membership dues and transit dues are shown in Table 5.

Overall revenues for the September 2020 Amended Supplemental FY2020-2021 Budget are the same as the revenues for the July 2020 Amended Supplemental FY2020-2021 budget. The proceeds from the dues increase over the prior biennium will be used to help build PSRC's reserve fund balance to the recommended target of 2 months of operating expenditures or \$2.35 million.

Funding Uses: Table 2 summarizes the expenditures by category for the adopted budget and compares them to the expenditures in the current budget. Of the \$33.41 million total budget, 58% is used to fund personnel costs, 15% percent is used for overhead, 5% is for contingency reserve, 10% is for project consultants, 2% is for

direct project costs and 10% is encumbered for anticipated revenues and future work.

Salaries in the September 2020 Amended Supplemental FY2020-2021 Budget are the same as salaries in the July 2020 Amended Supplemental FY2020-2021 budget. The September 2020 Amended Supplemental FY2020-2021 Budget includes a 5% annual merit. Benefits are expected to increase by approximately 3.8% percent per year. Indirect costs are expected to increase by approximately 1.2% per year.

Direct costs, consultant costs and the amount encumbered for long-term projects have increased as we have taken on new work on behalf of our funding partners.

Table 5 summarizes the distribution of local dues. Of the \$4.65 million in local dues, \$3.06 million is used as match for the federal/state funds. For every dollar of local match, members receive approximately four dollars in grant funded planning services. The remaining local dues are allocated to Growth, Transportation, and Economic Development Planning, Data, Planning Management, and Executive and Administrative Services.

Membership dues also provide support for PSRC to manage and distribute project money to the region.

Table 3 shows staffing levels remain flat at 67.



Puget Sound

Table 1 - Revenue Comparison Summary

Basic Funding	Sep 20 Amended Supplemental FY2020-2021	July 20 Amended Supplemental FY2020-2021	Variance
State	\$2,117,000	\$2,117,000	\$0,000
Federal	\$17,795,000	\$17,795,000	\$0,000
Local Funds, EDD and Service Income	\$4,649,000	\$4,648,000	\$1,000
Carryover (a)	\$8,850,000	\$8,850,000	\$0,000
State/Federal/Local Anticipated	\$0,000	\$0,000	\$0,000
Total	\$33,411,000	\$33,410,000	\$1,000

Table 2 - Expenditure Comparison Summary

Basic Funding	Sep 20 Amended Supplemental FY2020-2021	July 20 Amended Supplemental FY2020-2021	Variance
Salaries (b)	\$11,605,000	\$11,605,000	\$0,000
Benefits (c)	\$7,657,000	\$7,657,000	\$0,000
Overhead	\$4,997,000	\$4,997,000	\$0,000
s+b+oh	\$24,259,000	\$24,259,000	\$0,000
Direct	\$518,000	\$513,000	\$5,000
Consultant	\$3,614,000	\$3,614,000	\$0,000
Anticipated	\$0,000	\$0,000	\$0,000
Encumbered for Future Work	\$3,172,000	\$3,176,000	(\$4,000)
Contingency Reserve PSRC	\$1,848,000	\$1,848,000	\$0,000
Total	\$33,411,000	\$33,411,000	\$1,000

Table 3 - Staffing Comparison by Task

	Sep 20 Amended Supplemental FY2020-2021	July 20 Amended Supplemental FY2020-2021	Variance
Planning Management	3	3	-
Regional Growth Planning	7	6	-
Transportation Planning	16	16	-
Subtotal Planning	25	25	-
Economic Development District	2	1	-
Data	19	19	-
Council Support	4	4	-
Communications	5	5	-
Administrative Services (d)	13	13	-
Total (e)	67	67	-

Notes:

- (a) Carryover are available funds that remain unspent in the previous budget cycle and can be used in the next budget cycle.
- (b) Includes all agency staff salaries for the two year period. Assume 5% merit pool first year and 5% merit pool second year and allowance for salary survey results.
- (c) Benefits include vacation, sick leave, holiday, retirement medical, dental, short and long term disability, life, a deferred compensation plan, etc.
- (d) Administrative Services include: Executive Administration, Finance, HR, IT, Information Center, and Graphics.
- (e) Staffing increased overall due to additional Finance Staff. Positions may be divided between two or more departments. See Appendix A for detailed staffing breakdown.

Table 4 - Revenue Comparison by Source

Basic Funding	Sep 20 Amended Supplemental FY2020-2021	July 20 Amended Supplemental FY2020-2021	Variance
Grant and Local Revenue			
Planning funds			
Regional Transportation Planning Org	\$1,767,000	\$1,767,000	\$0,000
Federal Transit Administration (MPO) and	\$3,250,000	\$3,250,000	\$0,000
Federal Highway Administration (MPO)	\$9,046,000	\$9,046,000	\$0,000
Subtotal Planning funds	\$14,063,000	\$14,063,000	\$0,000
Project Funding			
FTA/5307	\$2,500,000	\$2,500,000	\$0,000
Estimated STBGP	\$2,000,000	\$2,000,000	\$0,000
FTA/5310	\$200,000	\$200,000	\$0,000
Subtotal Project Funds	\$4,700,000	\$4,700,000	\$0,000
Local Funding			
Local Membership Dues	\$3,301,000	\$3,300,000	\$1,000
EDD Membership Dues (a)	\$290,000	\$290,000	\$0,000
Subtotal Membership Dues	\$3,591,000	\$3,590,000	\$1,000
Transit Agency Dues	\$1,058,000	\$1,058,000	\$0,000
Subtotal Local Funding	\$4,649,000	\$4,648,000	\$1,000
Grant and Local Revenue Subtotal	\$23,412,000	\$23,411,000	\$1,000
Project Specific Revenue			
WSDOT - Passenger Only Ferry	\$350,000	\$350,000	\$0,000
EPA - Stormwater	\$199,000	\$199,000	\$0,000
Subtotal Project Specific Revenue	\$549,000	\$549,000	\$0,000
CPSEDD Revenue			
CPSEDD - EDA Planning Grant	\$200,000	\$200,000	\$0,000
EDA - CARES	\$400,000	\$400,000	\$0,000
Subtotal CPSEDD Revenue	\$600,000	\$600,000	\$0,000
Carryover PSRC	\$8,850,000	\$8,850,000	\$0,000
Basic Funding Total	\$33,411,000	\$33,410,000	\$0,000
Anticipated Funding			
Anticipated MPO	\$0,000	\$0,000	\$0,000
Anticipated Funding Total	\$0,000	\$0,000	\$0,000
Total	\$33,411,000	\$33,410,000	\$1,000

(a) EDD Membership dues have been collected from PSRC membership since 2005 to support Economic Development.

Table 5 - Distribution of Matching funds

Basic Funding	Sep 20 Amended Supplemental FY2020-2021	July 20 Amended Supplemental FY2020-2021	Variance
Basic Funding Match			
MPO combined	\$1,919,000	\$1,919,000	\$0,000
Other Federal - FTA 5307	\$625,000	\$625,000	\$0,000
Other Federal STBGP	\$312,000	\$312,000	\$0,000
EDA Match	\$200,000	\$200,000	\$0,000
Anticipated Funding Match			
Anticipated MPO	\$0,000	\$0,000	\$0,000
Contingency EDD Dues	\$17,000	\$17,000	\$0,000
Contingency	\$248,000	\$248,000	\$0,000
Balance of EDD Local Dues	\$73,000	\$73,000	\$0,000
Balance of Local Dues	\$1,255,000	\$1,254,000	\$1,000
Total	\$4,649,000	\$4,648,000	\$1,000

Table 6 - FY2020-2021 Expenditure Allocation

		SALARIES BENEFITS	OVERHEAD*	DIRECT COST	CONSULTANTS	OTHER**	Budget FY2020-2021 TOTAL
TASK							
000	PLANNING MANAGEMENT	\$1,074,000	\$602,000	\$43,000	\$1,121,000	-	\$2,840,000
100	REGIONAL GROWTH PLANNING	\$1,592,000	\$906,000	\$24,000	\$406,000	-	\$2,928,000
200	TRANSPORTATION PLANNING	\$3,836,000	\$2,180,000	\$40,000	\$715,000	-	\$6,771,000
300	ECONOMIC DEVELOPMENT	\$368,000	\$212,000	\$14,000	\$250,000	-	\$844,000
400	DATA	\$5,396,000	\$3,068,000	\$230,000	\$657,000	-	\$9,351,000
500	COUNCIL SUPPORT	\$1,437,000	\$822,000	\$158,000	\$290,000	-	\$2,706,000
600	COMMUNICATIONS	\$1,609,000	\$916,000	\$8,000	\$175,000	-	\$2,709,000
700	ENCUMBRANCE	\$242,000	-	-	-	\$3,172,000	\$3,414,000
800	CONTINGENCY/RESERVE	-	-	-	-	\$1,848,000	\$1,848,000
GRAND TOTAL		\$15,552,000	\$8,707,000	\$518,000	\$3,614,000	\$5,021,000	\$33,411,000

* Overhead includes Administrative Staff, Direct Costs, and Consultants associated with Finance, Human Resources, Information Technology, Graphics, and Information Center.

** Other includes unfunded contracts and Contingency Reserves.

**TABLE 7
FY2020 & FY2021 REVENUE ALLOCATION**

	RTPO	FHWA	FHWA Match 13.5%	FHWA Carryover	FHWA Carryover Match	FTA5303
TASK						
000 PLANNING MANAGEMENT	390,000	871,000	136,000	-	-	-
100 REGIONAL GROWTH PLANNING	863,000	457,000	71,000	171,000	27,000	420,000
200 TRANSPORTATION PLANNING	515,000	410,000	64,000	176,000	27,000	1,019,000
300 ECONOMIC DEVELOPMENT	-	-	-	-	-	-
400 DATA	-	1,556,000	243,000	1,085,000	169,000	1,811,000
500 COUNCIL SUPPORT	-	1,316,000	205,000	603,000	94,000	-
600 COMMUNICATIONS	-	1,782,000	278,000	264,000	41,000	-
700 ENCUMBRANCE	-	2,653,000	414,000	-	-	-
800 CONTINGENCY/RESERVE	-	-	-	-	-	-
TOTALS	1,767,000	9,046,000	1,412,000	2,300,000	359,000	3,250,000

	STBGP 2020	STBGP 2020 Match 13.5%	EPA Stormwater	EPA Watershed Carryover	EPA Watershed Carryover Match	FTA 5310 2020
Revenue Allocation (Continued)						
TASK						
000 PLANNING MANAGEMENT	-	-	-	-	-	-
100 REGIONAL GROWTH PLANNING	-	-	199,000	13,000	4,000	-
200 TRANSPORTATION PLANNING	1,000,000	156,000	-	-	-	200,000
300 ECONOMIC DEVELOPMENT	-	-	-	-	-	-
400 DATA	1,000,000	156,000	-	-	-	-
500 COUNCIL SUPPORT	-	-	-	-	-	-
600 COMMUNICATIONS	-	-	-	-	-	-
700 ENCUMBRANCE	-	-	-	-	-	-
800 CONTINGENCY/RESERVE	-	-	-	-	-	-
TOTALS	2,000,000	312,000	199,000	13,000	4,000	200,000

	EDD EDA grant	*EDA grant Match	*EDD Dues	*EDD Dues Carryover	Carryover Local Tech/Facilities
Revenue Allocation (Continued)					
TASK					
000 PLANNING MANAGEMENT	-	-	-	-	-
100 REGIONAL GROWTH PLANNING	-	-	-	-	-
200 TRANSPORTATION PLANNING	-	-	-	-	-
300 ECONOMIC DEVELOPMENT	200,000	200,000	73,000	32,000	-
400 DATA	-	-	-	-	-
500 COUNCIL SUPPORT	-	-	-	-	-
600 COMMUNICATIONS	-	-	-	-	-
700 ENCUMBRANCE	-	-	-	-	250,000
800 CONTINGENCY/RESERVE	-	-	16,000	-	-
TOTALS	200,000	200,000	90,000	32,000	250,000

*EDD membership dues have been collected from PSRC membership since 2005 to support Economic Development function.

TABLE 7 (continued)
FY2020 & FY2021 REVENUE ALLOCATION

TASK	FTA 5303 Local Match 13.5%	FTA5303 Carryover	FTA5303 Carryover Match	FTA 5307 2020	FTA 5307 Match 20.0%	FTA 5307 Carryover	FTA 5307 Carryover Match
000 PLANNING MANAGEMENT	-	-	-	-	-	-	-
100 REGIONAL GROWTH PLANNING	66,000	298,000	46,000	-	-	-	-
200 TRANSPORTATION PLANNING	159,000	64,000	10,000	1,470,000	368,000	350,000	87,000
300 ECONOMIC DEVELOPMENT	-	-	-	-	-	-	-
400 DATA	283,000	1,001,000	156,000	1,030,000	258,000	171,000	43,000
500 COUNCIL SUPPORT	-	-	-	-	-	-	-
600 COMMUNICATIONS	-	-	-	-	-	-	-
700 ENCUMBRANCE	-	-	-	-	-	-	-
800 CONTINGENCY/RESERVE	-	-	-	-	-	-	-
TOTALS	507,000	1,363,000	213,000	2,500,000	625,000	521,000	130,000

Revenue Allocation (Continued)	FTA 5310 Carryover	WSDOT Passenger-Only Ferry	FAA Carryforward	FAA Carryforward Match 10.0%	FAA Additional CF Local	City of Seattle Carryover HH Survey	EDA CARES Grant
000 PLANNING MANAGEMENT	-	-	1,019,000	113,000	110,000	-	-
100 REGIONAL GROWTH PLANNING	-	-	-	-	-	-	-
200 TRANSPORTATION PLANNING	43,000	350,000	-	-	-	-	-
300 ECONOMIC DEVELOPMENT	-	-	-	-	-	-	340,000
400 DATA	-	-	-	-	-	99,000	-
500 COUNCIL SUPPORT	-	-	-	-	-	-	-
600 COMMUNICATIONS	-	-	-	-	-	-	-
700 ENCUMBRANCE	-	-	-	-	-	-	60,000
800 CONTINGENCY/RESERVE	-	-	-	-	-	-	-
TOTALS	43,000	350,000	1,019,000	113,000	110,000	99,000	400,000

Revenue Allocation (Continued)	Carryover Local	Local	Basic Funding Subtotal	Federal Anticipated	Federal Match Anticipated	Anticipated and Match Subtotal	FY2020-21 Budget
000 PLANNING MANAGEMENT	92,000	108,000	2,840,000	-	-	-	2,840,000
100 REGIONAL GROWTH PLANNING	92,000	200,000	2,928,000	-	-	-	2,928,000
200 TRANSPORTATION PLANNING	92,000	210,000	6,771,000	-	-	-	6,770,000
300 ECONOMIC DEVELOPMENT	-	-	845,000	-	-	-	845,000
400 DATA	92,000	198,000	9,351,000	-	-	-	9,351,000
500 COUNCIL SUPPORT	198,000	289,000	2,706,000	-	-	-	2,706,000
600 COMMUNICATIONS	92,000	250,000	2,709,000	-	-	-	2,709,000
700 ENCUMBRANCE	37,000	-	3,414,000	-	-	-	3,414,000
800 CONTINGENCY/RESERVE	1,583,000	248,000	1,847,000	-	-	-	1,847,000
TOTALS	2,280,000	1,503,000	33,411,000	-	-	-	33,411,000

*EDD membership dues have been collected from

Table 8 - Estimated Carryover Funds from FY2019

	Total Grant Funds Remaining	Contractual Remaining	Other Remaining
FHWA	2,299,561	287,050	2,012,511
FTA 5303	1,362,552	-	1,362,552
FTA 5307	520,562	-	520,562
FTA 5310	43,456	-	43,456
FAA	1,019,270	949,083	70,187
FAA Additional Local	-	-	110,103
EPA - Open Space	13,274	-	13,274
City of Seattle	99,474	80,774	18,700
Subtotal	5,358,149	1,316,908	4,151,344
Carryover local match	929,464		
Carryover local funds	947,126		
EDD Carryover local Funds	31,947		
Contingency/Reserve Carryover (PSRC)	1,583,000		
Total Carryover from FY2019	\$ 8,849,686		

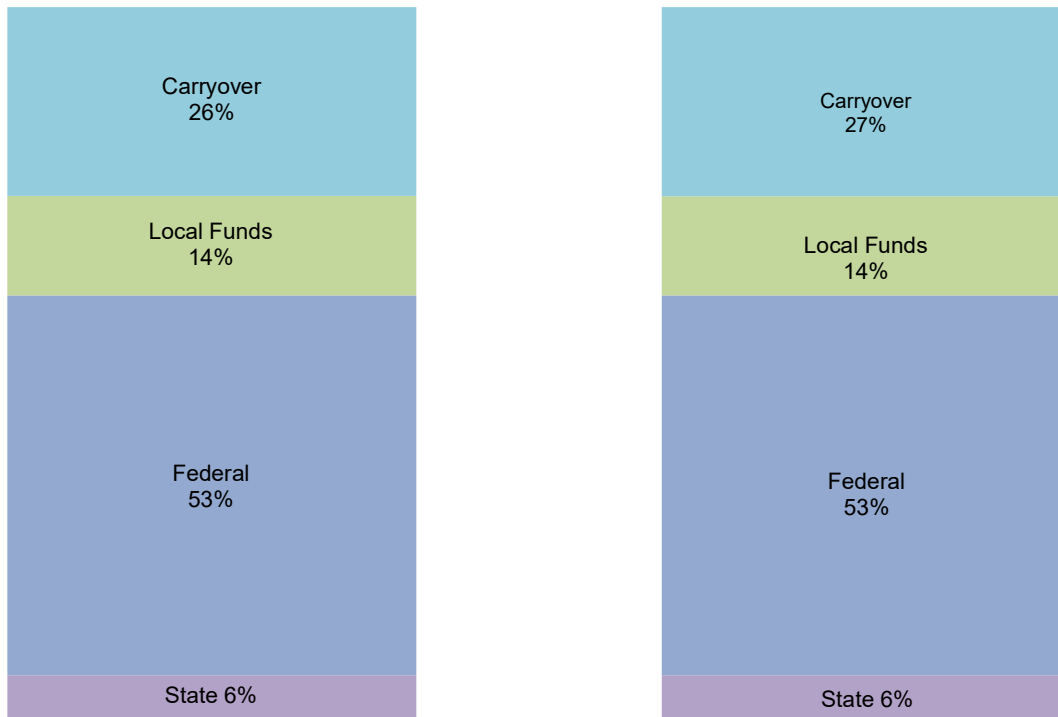
Figure 3 - **Revenue Comparison**

Sept 2020 Amended
Supplemental
FY2020-2021

\$33.4 Million

July 2020 Amended
Supplemental
FY2020-2021

\$33.4 Million



	Sept-20 Amended FY2020-2021	July-20 Amended FY2020-2021	Variance
State	\$2,117,000	\$2,117,000	\$0,000
Federal	\$17,795,000	\$17,795,000	\$0,000
Local Funds	\$4,649,000	\$4,648,000	\$1,000
Carryover (a)	\$8,850,000	\$8,850,000	\$0,000
State/Federal Anticipated	\$0,000	\$0,000	\$0,000
Total	\$33,411,000	\$33,410,000	\$1,000

(a) Carryover are available funds that remain unspent in the previous budget cycle and can be used in the next budget cycle.

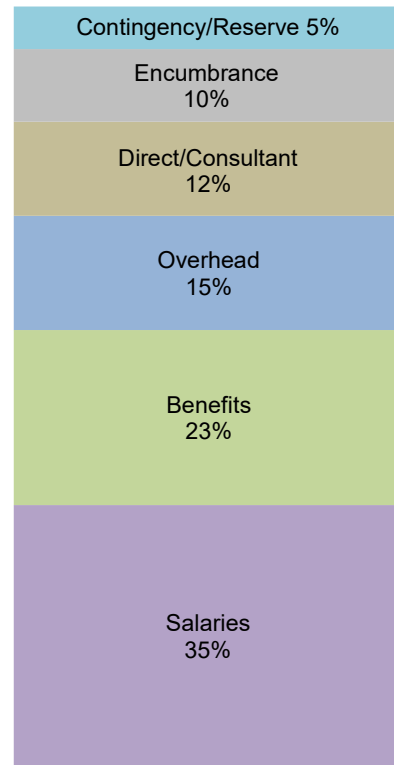
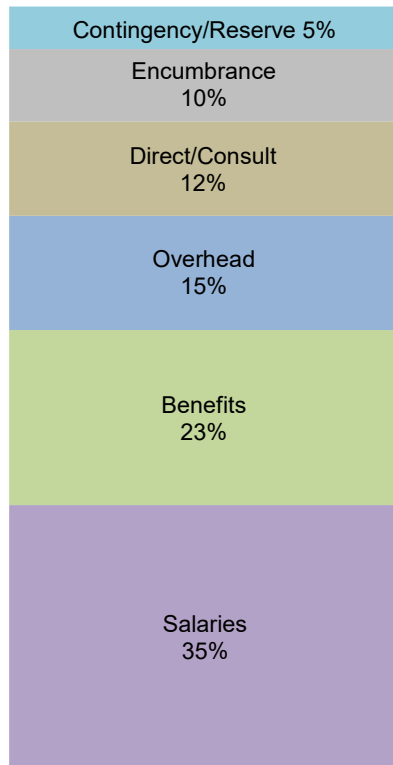
Figure 4 - **Expenditure Comparison**

Sept 2020 Amended
Supplemental
FY2020-2021

\$33.4 Million

July 2020 Amended
Supplemental
FY2020-2021

\$33.4 Million



	Sept-20 Amended FY2020-2021	July-20 Amended FY2020-2021	Variance
Salaries	\$11,605,000	\$11,605,000	\$0,000
Benefits	\$7,657,000	\$7,657,000	\$0,000
Overhead	\$4,997,000	\$4,997,000	\$0,000
Direct/Consult.	\$4,132,000	\$4,127,000	\$5,000
Anticipated	\$0,000	\$0,000	\$0,000
Encumbrance	\$3,172,000	\$3,176,000	(\$4,000)
Contingency/ Reserve	\$1,848,000	\$1,848,000	\$0,000
Total	\$33,411,000	\$33,410,000	\$1,000

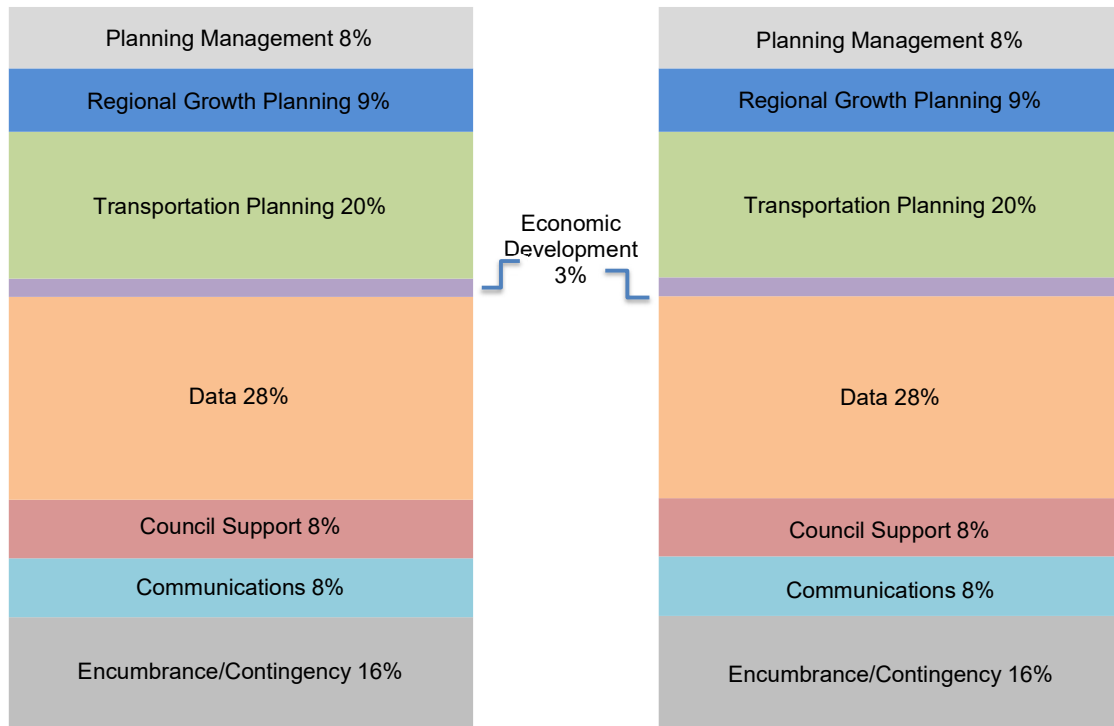
Figure 5 - **Expenditures by Work Task**

Sept 2020 Amended
Supplemental
FY2020-2021

\$33.4 Million

July 2020 Amended
Supplemental
FY2020-2021

\$33.4 Million



	Sept-20 Amended FY2020-2021	July-20 Amended FY2020-2021	Variance
Planning Management	\$2,840,000	\$2,844,000	(\$4,000)
Regional Growth Planning	\$2,928,000	\$2,917,000	\$11,000
Transportation Planning	\$6,771,000	\$6,722,000	\$49,000
Economic Development	\$844,000	\$867,000	(\$23,000)
Data	\$9,351,000	\$9,320,000	\$31,000
Council Support	\$2,706,000	\$2,686,000	\$20,000
Communications	\$2,709,000	\$2,727,000	(\$18,000)
Encumbrance & Contingency	\$5,262,000	\$5,327,000	(\$65,000)
Total	\$33,411,000	\$33,410,000	\$1,000

Financial Structure and Process

Fund Descriptions:

PSRC has one fund, the General Fund. The General Fund is the chief operating fund and it accounts for all financial resources except those required to be accounted for in another fund. PSRC does not currently have any financial resources required to be accounted for in other funds, such as debt or capital items. All of PSRC' departmental functions are captured under the General Fund. Revenues include federal grants, state grants, and member dues. Expenditures include salaries, benefits, overhead, and direct costs. For a complete description of revenues and expenditures, see Tables 1 - 5.



Seattle Center

Basis of Budgeting:

The basis of budgeting determines when revenues and expenditures should be recognized for budget control. The basis of accounting determines when revenues and expenditures are recognized in the financial reporting system. PSRC uses the modified accrual basis for both accounting and budgeting. Expenditures are created when the underlying liability is incurred. Revenues are recognized when they are measurable and available.

Capital Budget & Debt:

PSRC does not have debt payments or a capital budget, which simplifies the relationship between accounting and budgeting basis.

Fund Balance:

Fund balance is the difference between a governmental fund's assets and liabilities. In the fund financial statements, governmental funds report the following classes of fund balances in accordance with GASB 54, Fund Balance Reporting and Governmental Fund Type Definitions.

Nonspendable fund balances are amounts that cannot be spent because they are either in a nonspendable form or are

legally/contractually required to be maintained intact, including inventories, prepaid expenses, advances, etc.

Restricted fund balances are amounts that can be spent only for specific purposes stipulated by donors, grantors, creditors or by law.

Committed fund balances are amounts that are constrained for a specific purpose determined by a formal action of PSRC's General Assembly and Executive Board, PSRC's highest level of decision-making authority. The same action is required to remove or change the constraint as it did to impose the constraint.

Assigned fund balances are amounts constrained by the PSRC's intent that they will be used for specific purposes. PSRC has adopted its policy to delegate the authority to assign amounts to be used for specific purposes to its Executive Board and/or Executive Director. PSRC's General Assembly adopts its budget, including amounts assigned for contingency

purposes. The Executive Board has approved increases to the contingency reserve going forward, up to the recommended level of two months of operating expenses. Dues increases fund the increases to the contingency reserve.

Unassigned fund balances are amounts not classified as nonspendable, restricted, committed or assigned in the general fund. For a complete description of PSRC's components of fund balance, see the FY2019 audit report on the Office of the Washington State Auditor at:

<https://portal.sao.wa.gov/ReportSearch/Home/ViewReportFile?arn=1025896&isFindin g=false&sp=false>



Tacoma Glass Museum

Four Year Consolidated and Fund Financial Schedules:

Revenues	Actual FY2016-2017	Actual FY2018-2019	Budgeted FY2020-2021
State/Federal	17,454,964	16,919,901	19,912,000
Local Funds, EDD and Service Income	4,330,526	4,880,206	4,649,000
Carryover (a)	-	-	8,850,000
Tenant Improvement Reimbursement	81,223	-	-
State/Federal/Local Anticipated	-	-	-
Total	21,866,713	21,800,107	33,411,000
Expenditures	Actual FY2016-2017	Actual FY2018-2019	Budgeted FY2020-2021
Salaries (b)	10,332,077	9,560,749	11,605,000
Benefits (c)	6,333,060	6,265,562	7,657,000
Overhead	2,983,341	3,142,138	4,997,000
s+b+oh	19,648,478	18,968,449	24,259,000
Direct	266,710	402,460	518,000
Consultant	1,906,999	1,900,203	3,614,000
Encumbrance/Anticipated	-	-	3,172,000
Contingency/Reserve PSRC	-	-	1,848,000
Total	21,822,187	21,271,112	33,411,000
Change in Fund Balance	44,526	528,995	-

The above table shows PSRC's revenues, expenditures, and changes in fund balance. The data is displayed for the most recent biennium of actual costs in FY2016-2017 and FY2018-2019, as well as the amended supplemental FY2020-2021 budget. While PSRC does not project a change in fund balance, it does show an increase in contingency funds. This is the result of an increase in member dues in order to achieve the recommended two months of operating expenditures. For budgetary purposes, PSRC displays fund balance information on a biennial basis.

Budget Development

The Puget Sound Regional Council budget is a two-year budget and work program running from July 1, 2019 through June 30, 2021. The biennial budget includes the option for adjustment after the first year with a supplemental budget or a simple budget amendment. The work program is divided into tasks. The work tasks are presented in detail in the Work Descriptions by Task section of the budget. The next budget and work program section presents more specifics on work tasks by the program areas to better reflect the ongoing effort of PSRC to build cross-departmental teams that more effectively perform the work required of the agency.



Mukilteo Ferry Dock

The original budget review process begins with the Operations Committee meeting in December to review and refine the budget and work program. The process continues in January through March with reviews by the Growth Management and Transportation Policy Boards, Economic Development Board, Regional Staff Committee and other PSRC staff committees, and analysis and input from the countywide planning organizations, member jurisdictions, and state and

federal agencies, to help ensure that the budget and work program contains items important and helpful to member jurisdictions.

In May 2019 the General Assembly adopted the FY2020-2021 Budget and Work Program.

Changes since the FY2018-2019 Budget and Work Program include:

- Consolidation of Long-Range Transportation Planning and Short-Range Transportation Planning into a single task called Transportation Planning.

Budget Policies

The PSRC Financial and Budgetary Policies can be found in Appendix B of this document.

The policies are designed to guide and inform decision making and related administrative procedures and practices. The policies include a reserve fund policy with a target reserve fund balance of two months of operating expenditures. Currently, the agency's reserve fund balance is approximately 75% of the recommended target. In order to build the reserve fund to the recommended target level, the additional local funds generated by a 4% dues increase in each of the fiscal years 2020 and 2021 will be dedicated to the reserve fund. The recommended policies also call for a reassessment of the need for a dues increase each biennium during the biennial budget development process. Any future dues increase, beyond fiscal year 2021, would be subject to reassessment during the development of the fiscal years 2022 to 2023 biennial budget and work program.



Issaquah

Unfunded Sub-Tasks

The narratives include references to unfunded and partially funded work. When developing the FY2020-21 Budget and Work Program staff identified additional work (staff & consultant) that could be pursued in the event additional revenue is identified.

The following unfunded or partially funded sub-tasks are identified in the narratives:

Data

- Data Acquisition and research (consultant unfunded)

FY2020-21 Biennial Budget & Work Program Development Key Dates

September 2018

Prepare estimates of revenues and expenses.

September 2018

Executive Management Team begins discussion on proposed budget schedule and deadlines, initial budget assumptions, and outline of work program elements and format.

September 2018

Operations Committee receives proposed budget schedule.

September 2018

Executive Committee reviews budget assumptions for revenues and expenditures.

September – November 2018

Executive Management Team coordinates with STE FTA Caucus on proposed use of FTA5307 funds.

September – November 2018

Executive Management Team collect information from project leads and program managers on individual work element narratives, review the budget assumptions and review the initial revenue and expenditure projections. Staff describe the major tasks and milestones proposed over the next two years.

October 25, 2018

Operations Committee reviews budget assumptions for revenue and expenditures and reviews budgetary policies.

November 2018

Prepare Internal Draft Biennial Budget and Work Program and distribute to Directors and Program Managers. Discuss proposed budget assumptions and schedule at all staff meeting.

December 5, 2018

Economic Development Board reviews EDD Work element of Draft Budget and Work Program, forward comments to Operations Committee by December 31 for consideration in January.

December 6, 2018

Operations Committee receives and reviews full balanced Draft Budget and Work Program.

January 2019

Operations Committee finalizes full Draft Budget and Work Program and briefs Executive Board. Staff authorized to release Draft Budget and Work Program. The draft budget is posted on PSRC.org website for review by members of Transit Operators Committee (TOC), ED Board, PSRC Policy Boards, the Regional Staff Committee, RPEC, STE FTA Caucus, Transit General Managers and other PSRC staff committees, member jurisdictions, countywide planning agencies, state and federal funding agencies and other interested parties.

February – March 2019

Transportation Policy Board & Growth Management Policy Board as well as Economic Development Board, review Draft Budget and Work Program, forward comments to

Operations Committee for consideration by March. All PSRC staff committees forward comments on draft budget to Operations Committee by March 16.

March 2019

Operations Committee submits Final Draft Budget and Work Program and any additional changes to Executive Board. Executive Board transmits Final Draft Budget including revisions to General Assembly.

April/May 2019

General Assembly Agenda including Final Draft Budget and Work Program mailed.

April - June 2019

General Assembly acts on Final Draft Budget.

April/May 2019

Final Budget and Work Program submitted to and reviewed by federal and state funding agencies.

April – June 2019

PSRC staff works with state and federal funding agencies on grant applications that support Budget and Work Program, status reports on the progress are given to the Operations Committee and Executive Board as needed.

June or July 2019

Economic Development Board adopts Economic Development portion of the budget.

July 1, 2019

Biennial Work Program and Budget Begins.

September 2019

Operations Committee given Supplemental Budget Schedule.

December 2019

Supplemental Biennial Budget updated revenues and expenditures is drafted and reviewed by the Operations Committee.

January 2020

Supplemental Biennial Budget is drafted and reviewed by the Operations Committee.

February – March 2020

Draft Supplemental Biennial Budget and Work Program is reviewed by the Growth Management Policy Board, the Transportation Policy Board, the Economic Development Board, Regional Staff Committee, and the Executive Board.

Spring 2020

The Executive Board is asked to propose action on the Supplemental Biennial Budget and Work Program by the General Assembly in May.

Spring 2020

General Assembly adopts the Supplemental Biennial Budget and Work Program.

Spring 2020

Economic Development Board adopts Economic Development portion of the Supplemental Budget and Work Program.

Performance Measures, Milestones & Reporting

The budget and work program identifies milestones and products for the various tasks and sub-tasks.

Once the budget and work program is approved, progress toward completion of milestones and products is reported to PSRC funding partners in monthly, quarterly and/or semi-annual progress reports. The frequency of reporting depends on reporting requirements of each funding source. Project level accounting reports track expenditures on projects and compare the budgeted expenditures to actual. Contract expenditures and percent complete are tracked separately in a monthly contract status report.

Directors and Program Managers meet quarterly with finance staff to review budget-to-actual reports and to discuss project timelines. The emphasis of these meetings is to complete contracts and work tasks on time and under budget. These meetings also provide an opportunity for program staff to communicate with finance staff. If necessary, transfers of resources may be needed to complete vital projects on time or in other instances when timelines may need to be adjusted due to unforeseen circumstances, such as staff vacancies or competing priorities.

As a requirement of our MPO agreement with WSDOT, PSRC produces an annual progress report that is published on our website (PSRC.org) and delivered to WSDOT, FHWA and FTA within three months of the close of each fiscal year (June 30).

The following reports are provided to the Operations Committee and Executive Board at each meeting:

- Contract status report
- Grant status report
- Budget-to-actual comparison by program area
- Recently completed contracts list

The budget and work program is reviewed and updated annually.

Long Term Financial Projections & Strategy

PSRC's six-year financial projections are shown in Tables 9 - 12.

In preparing these estimates we made the following assumptions:

- State and Federal grant revenue projections for MPOs and RTPOs are based on estimates provided by our funding partners (WSDOT, FTA, FHWA).
- We have projected no increases in the funding level from the Economic Development Administration (EDA). This funding has remained relatively constant for the past 10 years.

- Funding from FTA 5307 and STBGP are based on Project Selection Task Force recommendations and approved by the PSRC Executive Board. The region's transit agencies are consulted on the amounts of FTA 5307 funds. The projects funded with FTA 5307 funds are developed in collaboration with the Transit Operators Committee and are approved by the region's transit executives.



State Route 520

- FTA 5310 funds are projected to remain at the current level of \$200,000 per biennium.
- LiDAR funds are not currently available.
- Carryover indicates available funds and related work that remain unspent in the previous budget cycle and can be used in the next budget. Carryover amount for FY2020-21 is based on projected revenues and expenditures in Fiscal Year 2019. Carryover for time periods beyond fiscal year 2021 is based on historical trends and can be adjusted over time.
- Until the reserve funds balance reaches the target of two months of operating expenditures, we have assumed a 4% increase in membership dues that will be used to increase the reserve fund balance, subject to biennial review and approval by Operations Committee.
- Anticipated funds are estimates that are likely but not known and may be contingent upon a future event. We budget the potential revenue and encumber the potential expenditures until the amount and the exact nature of the work are known. The anticipated MPO amount listed is based on possible increases in annual funding resulting from the FAST Act. Until we have a more accurate estimate we will show these funds as anticipated and related expenditures will not be authorized until funding becomes available.

Analysis: PSRC is required to adopt a balanced budget for each biennium. The projections shown in this six-year plan show a balanced budget for fiscal years 2020-2021, an approximate 2.35% deficit in fiscal years 2022-2023 and a projected 12.02% deficit in fiscal years 2024-2025. If additional revenues are not identified by the time that these future budgets are prepared for adoption, then reductions in expenditures will be required. These reductions will come from salaries, consultant or direct costs and will be determined during the budget development process.

Table 9 - Revenue Comparison Summary

Basic Funding	Amended Supp Biennial FY2020-2021	Projected Biennial FY2022-2023	Projected Biennial FY2024-2025
State	\$2,117,000	\$1,505,000	\$1,505,000
Federal	\$17,795,000	\$17,442,000	\$17,442,000
Local Funds, EDD and Service Income	\$4,649,000	\$4,933,000	\$5,332,000
Carryover (a)	\$8,850,000	\$5,140,000	\$4,379,000
State/Federal/Local Anticipated	\$0,000	\$379,000	\$637,000
Total	\$33,411,000	\$29,398,000	\$29,295,000

Table 10 - Expenditure Comparison Summary

Basic Funding	Amended Supp Biennial FY2020-2021	Projected Biennial FY2022-2023	Projected Biennial FY2024-2025
Salaries (b)	\$11,605,000	12,695,000	13,997,000
Benefits (c)	\$7,657,000	\$8,633,000	\$9,726,000
Overhead (d)	\$4,997,000	\$4,298,000	\$4,417,000
s+b+oh	\$24,259,000	\$25,627,000	\$28,140,000
Direct	\$513,000	\$470,000	\$491,000
Consultant	\$3,614,000	\$1,500,000	\$1,500,000
Encumbrance/Anticipated (e)	\$3,177,000	\$379,000	\$637,000
Contingency/Reserve PSRC	\$1,848,000	\$2,131,000	\$2,530,000
Total	\$33,411,000	\$30,106,000	\$33,298,000
Variance (Revenues - Expenditures)	(\$0,000)	(\$708,000)	(\$4,003,000)
	0.00%	2.35%	12.02%

Table 11 - Staffing Comparison by Task

	Supplemental Biennial FY2020-2021	Projected Biennial FY2022-2023	Projected Biennial FY2024-2025
Planning Management	3	3	3
Regional Growth Planning	6	6	6
Long-Range Transportation Planning	16	16	16
Subtotal Planning	25	25	25
Economic Development District	1	1	1
Technical And Data Services	19	19	19
Council Support	4	4	4
Communications	5	5	5
Administrative Services (f)	13	13	13
Total	67	67	67

(a) Carryover are available funds that remain unspent in the previous budget cycle and can be used in the next budget cycle.

(b) Includes all agency staff salaries for the two year period. Assume 5% merit per year

(c) Benefits include vacation, sick leave, holiday, retirement medical, dental, short and long term disability, life, a deferred compensation plan, etc.

(d) Overhead assumes a growth of 5% per year on some expenses.

(e) Encumbrance/Anticipated includes State/Federal/Local Anticipated, Tenant Improvement, and Local Match for Anticipated. Anticipated - \$0; Encumbered for future work - \$2,798,000.

(f) Administrative Services include: Finance, HR, IT, Information Center, and Graphics

*Any and all lobbying will be paid with local funds.

Table 12 - Revenue Comparison by Source

	Amended Supp Biennial FY2020-2021	Projected Biennial FY2022-2023	Projected Biennial FY2024-2025
Basic Funding			
Grant and Local Revenue			
Planning funds			
Regional Transportation Planning Org	\$1,767,000	\$1,505,000	\$1,505,000
Federal Transit Administration (MPO) and	\$3,250,000	\$3,315,000	\$3,315,000
Federal Highway Administration (MPO)	\$9,046,000	\$9,227,000	\$9,227,000
Subtotal Planning funds	\$14,063,000	14,047,000	14,047,000
Project Funding			
FTA/5307	\$2,500,000	\$2,500,000	\$2,500,000
FTA/5310	\$200,000	\$200,000	\$200,000
STBGP	\$2,000,000	\$2,000,000	\$2,000,000
Subtotal Project Funds	\$4,700,000	\$4,700,000	\$4,700,000
Local Funding			
Local Membership Dues	\$3,301,000	\$3,503,000	\$3,786,000
EDD Membership Dues (a)	\$290,000	\$307,000	\$332,000
Subtotal Membership Dues	\$3,591,000	\$3,810,000	\$4,118,000
Transit Agency Dues	\$1,058,000	\$1,122,000	\$1,214,000
Subtotal Local Funding	\$4,649,000	\$4,933,000	\$5,332,000
Grant and Local Revenue Subtotal	\$23,412,000	\$23,680,000	\$24,079,000
Project Specific Revenue			
WSDOT - Passenger Only Ferry	\$350,000	\$0,000	\$0,000
EPA - Stormwater	\$199,000	\$0,000	\$0,000
Subtotal Project Specific Revenue	\$549,000	\$0,000	\$0,000
CPSEDD Revenue			
CPSEDD - EDA Planning Grant	\$200,000	\$200,000	\$200,000
EDA - CARES	\$400,000	\$0,000	\$0,000
Subtotal CPSEDD Revenue	\$600,000	\$200,000	\$200,000
Carryover PSRC	\$8,850,000	\$5,140,000	\$4,379,000
Basic Funding Total	\$33,411,000	\$29,020,000	\$28,658,000
Anticipated Funding			
Anticipated MPO (b)	\$0,000	\$379,000	\$637,000
Anticipated Funding Total	\$0,000	\$379,000	\$637,000
Total	\$33,411,000	\$29,398,000	\$29,295,000

(a) EDD membership dues have been collected by PSRC membership since 2005 to support Economic Development function.

(b) Anticipated MPO reflects a 2% per year increase in FHWA MPO Funding. Subject to FAST Act Funding.

*Table shows a 4% per year dues increase beginning FY2022 through FY2025.

Budget Trends

Figures 6 and 7 illustrate the historical biennial revenue and expenditure trends. Here are some observations based on this graphical representation of eight years of budgets past, present and future:

- Overall total revenues have been declining.
- The steepest decline has been in the amount of carryover funds. This decline in carryover funds is related to the completion of several multi-period projects that carried over from one budget period to the next. The proposed budget has fewer of these carryover projects and less related direct and consultant expenditures.
- The decline in the encumbered amount of expenditures is also related to the completion of long-term projects in carry-over.
- Amounts from other funding sources other than carry-over are relatively stable.
- Over the eight years budgeted salaries, benefits and overhead continue to rise creating a growing gap between revenues and expenditures.
- The budgets have been balanced by decreasing staff and keeping direct and consulting costs to a minimum.
- The contingency amount has grown as a result of dues increases dedicated to increasing reserves.



Seattle Waterfront

Figure 6 - **Biennial Revenue Trends**

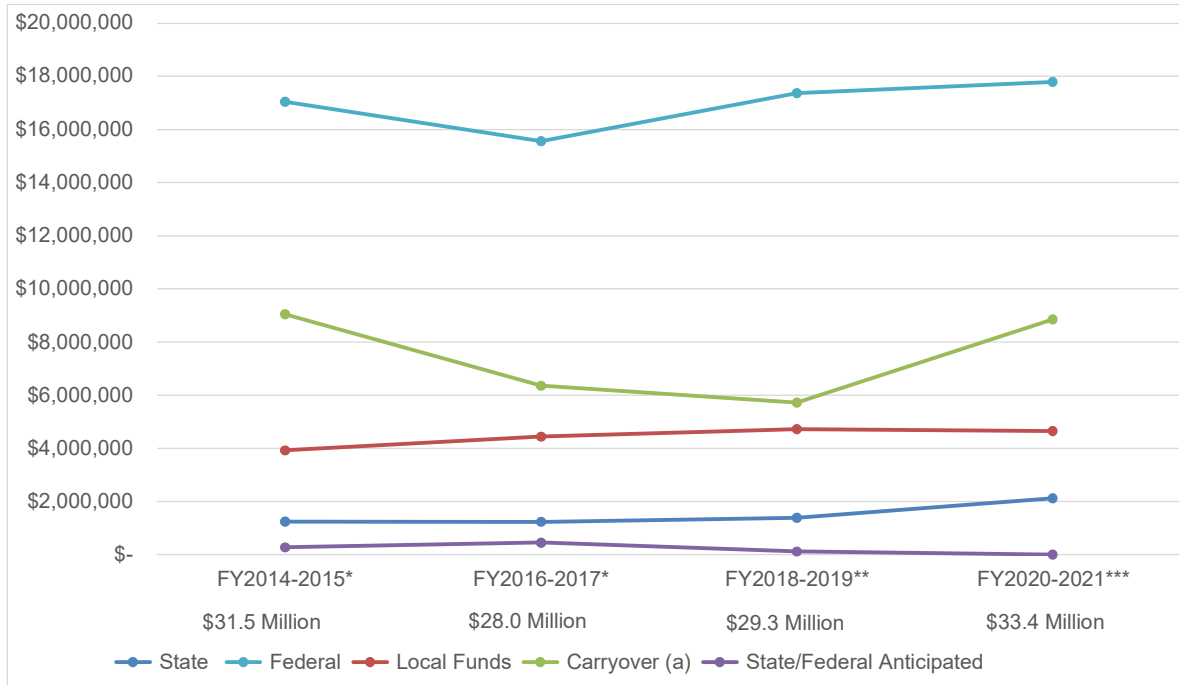
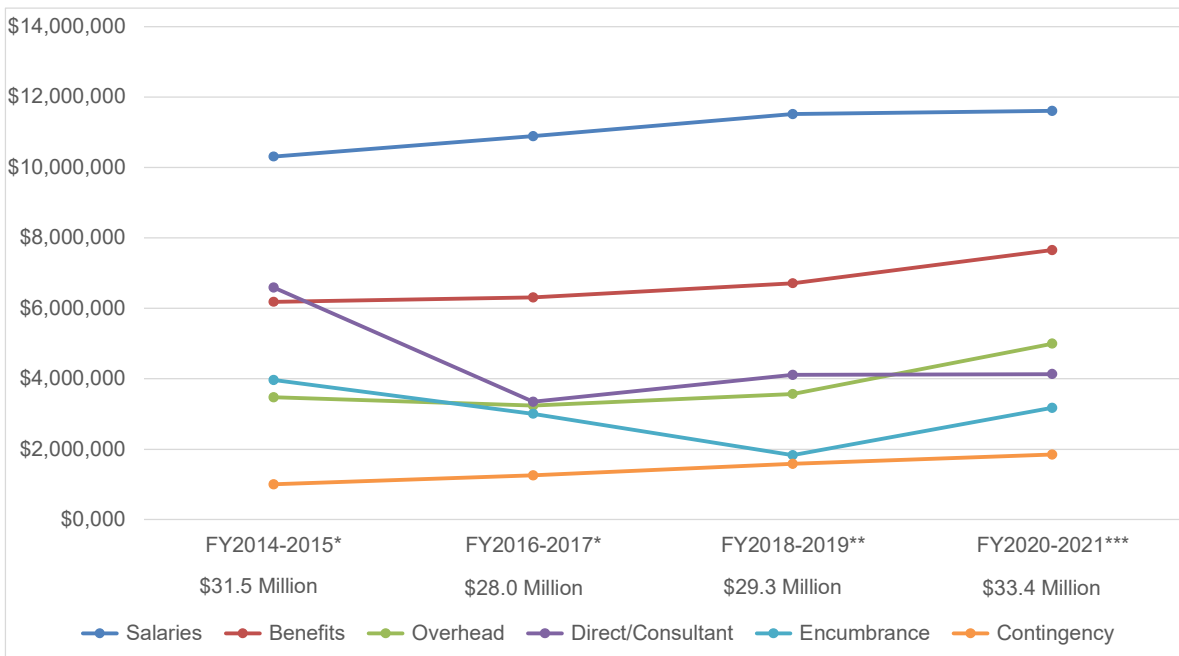


Figure 7 - **Biennial Expenditure Trends**



* FY2014-2015 and FY2016-2017 reflect the Final Biennial Budgets.

**FY2018-2019 as of April 2019 Supplemental Budget.

***FY2020-2021 July 2020 Amended Supplemental Biennial Budget.



Work Descriptions by Task

Regional Planning (Task 000)

Objective

Oversee the development, maintenance and implementation of effective regional strategies for growth and transportation, and to improve regional coordination of planning programs. Develop short-term regional planning projects and programs in response to emerging issues and identified agency priorities.

Sub-Tasks

Sub-Task 1. Departmental Administration

Manage and administer the regional planning work program, including work program development, schedule, budget, progress and evaluation reports and related documentation. Support PSRC's Growth Management and Transportation Policy Boards and key technical committees. Support the Central Puget Sound Economic Development District Board and the PSRC Executive Board. Participate on the PSRC Executive Management Team to set strategic direction for the agency. Represent PSRC in local, regional, state and national planning efforts, providing regional, and informing regional planning from that work. Budget includes resources for on-call Hearing Examiner associated with development of long-range plans.

Sub-Task 2. Regional Staff Committee

Convene the Regional Staff Committee at least quarterly to discuss key issues to help inform the work of the policy boards, Operations Committee, and Executive Board. Develop meeting agendas and supporting materials; facilitate meetings and special events sponsored by the Regional Staff Committee.

Sub-Task 3. Aviation Planning

In cooperation with the Federal Aviation Administration, airport operators, and the WSDOT Aviation Division, develop a Regional Aviation Baseline Study to provide a clear picture of the aviation activities and needs in the central Puget Sound region and set the stage for future planning. Master planning is underway at several airports within the central Puget Sound region, including King County International Airport (Boeing Field), Renton Municipal Airport, and Seattle-Tacoma International Airport. Overall growth in activity at the region's airports is increasing due to the strength of the regional economy. The baseline study is expected to produce information critical for understanding the region's aviation needs and options for policy makers to consider for meeting those needs in the future. This will be the first phase of potentially more focused studies on specific areas of emphasis. This study is not intended to provide final decisions, but rather to inform follow-on action.

Sub-Task 4. Growth Management Planning: VISION 2050 Development

Support development of VISION 2050, including ongoing policy development, public outreach, and technical research into a range of growth management and other topics.

Support the development of draft and final VISION 2050 documents and supporting materials.

Sub-Task 5. Equity and Social Justice

PSRC has worked to incorporate equity and social justice in regional growth, transportation, and economic development planning and analysis, and continues to seek ways to improve its tools, methodologies, public engagement, and policies. Through continued research and collaboration with stakeholders and community partners, PSRC will work to incorporate and center equity and social justice in its public and member engagement, approaches to analysis, and development of regional policy.

Sub-Task 6. Long Range Transportation Planning

Support development of the 2022 Regional Transportation Plan, including ongoing policy and technical research into a wide variety of transportation mobility topics. Key elements include transit, including special needs transportation, transportation demand management and passenger only ferries; freight; active transportation; technology; maintenance and preservation; and financial planning.

Unfunded Sub-Tasks

None

Major Milestones and Products

1. Regional Staff Committee agendas and meetings (*Ongoing*)
2. Research, analysis, coordination and planning work for the development of the Regional Aviation Baseline Study (*Ongoing*, final report and products *Fall 2020*)

Mandates

This work element provides for the program development, administration and management of the regional planning and implementation work element as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Region:** Requires that PSRC provide information and services to local governments, state and regional agencies, Indian tribes, community organizations, businesses, individuals, and other interested parties. This work also is mandated by numerous federal and state requirements for public information and involvement.
2. **VISION 2040 Maintenance and Implementation:** Interlocal Agreement for Regional Planning of the Central Puget Sound Area, Regional Transportation Planning Organization (RTPO) Legislation, Washington's Growth Management Act, Fixing America's Surface Transportation (FAST) Act, VISION 2040, Washington State Environmental Policy Act.
3. **Long-Range Transportation Planning:** Interlocal Agreement for Regional Planning of the Central Puget Sound Area, Regional Transportation Planning Organization (RTPO) Legislation, Washington's Growth Management Act, Fixing America's Surface Transportation (FAST) Act, Federal Clean Air Act, Clean Air Washington Act, Washington's Commute Trip Reduction (CTR) Program, Corridor Planning [RCW 47.06.120].

4. **Short-Range Transportation Planning and PSRC Funding:** Interlocal Agreement for Regional Planning of the Central Puget Sound Area, Regional Transportation Planning Organization (RTPO) Legislation, Fixing America's Surface Transportation (FAST) Act, Federal Clean Air Act.
5. **Implementing VISION 2040, the Regional Transportation Plan, and Amazing Place, the Regional Economic Strategy:**
VISION 2040 and the Regional Transportation Plan commit the region to periodically report on environmental, growth management, transportation, and economic issues, based on the region's adopted goals and multicounty planning policies.
6. **Regional Airport Systems Policies,** adopted in the Regional Transportation Plan that address existing capacity and planning for the future.

Policy Direction and Interagency Staff Involvement

Policy Direction from the PSRC Policy Boards, the PSRC Executive Board, the Central Puget Sound Economic Development District Board, and from the PSRC Executive Management Team. Interagency staff involvement with the Regional Staff Committee; subarea and county-wide planning forums; Transit Executives and the Transportation Operators Committee; Sound Transit staff; WSDOT staff; and other local agency staff from around the region.

Summary of Revenues and Expenditures

Summary Revenues & Expenditures

Revenues:

RTPO	\$390,000
FHWA	\$871,000
FHWA Local Match	\$136,000
FAA Carryover	\$1,019,000
FAA Carryover Match	\$113,000
FAA Additional Local	\$110,000
Carryover Local	\$92,000
Local	\$108,000
Federal Anticipated	\$0,000
Total	\$2,840,000

Expenditures:

Salaries & Benefits	\$1,074,000
Overhead	\$602,000
Direct Costs	\$43,000
Consultants	\$1,121,000
Unfunded Contracts	\$0,000
Total	\$2,840,000

Budget Comparison:

Sept 20 Amended	
Supplemental FY 20-21	\$2,840,000
July 2020 Amended	
Supplemental FY 20-21	\$2,844,000

FTE Staffing Comparison:

Sept 20 Amended	
Supplemental FY 20-21	3.03
July 2020 Amended	
Supplemental FY 20-21	3.03

Summary of Consultants within Planning

Sub-Task	Description of Work	Amount	Start Date	End Date
1	Hearing Examiner (as needed)	\$ 7,500		
1	Economic Data	\$ 50,000	Nov-2020	Jun-2021
1	Data Acquisition and Research	\$ 50,000	Apr-2020	Jun-2021
1	Regional Public Opinion Survey	\$ 50,000	Feb-2021	Jun-2021
3	Carryover FAA Capacity	\$ 949,083	Oct-2018	Dec-2020
1	Panel/Working Group	\$ 5,000	Sep-2020	Jun-2021
1	Peer Networking	\$ 10,000	Sep-2020	Jun-2021
Total Funded Contracts		\$ 1,121,583		
Total Unfunded Contracts		\$ -		
Total Consultant Costs		\$ 1,121,583		

Regional Growth Management Planning (Task 100)

Objective

Implement VISION 2050 as the region's growth management, environmental, economic and transportation strategy, ensure conformity and consistency of local plans and policies with state and regional planning requirements, and provide technical assistance on PSRC plans, policies, and programs.

Sub-Tasks

Sub-Task 1. Departmental Administration

Manage and administer the growth management work program, including work program development, schedule, budget, progress and evaluation reports, and related documentation. Ensure compliance with rules and regulations of funding agencies and the Puget Sound Regional Council.

Sub-Task 2. VISION 2050

PSRC is drafting VISION 2050 to extend the region's existing plan, VISION 2040, to keep the central Puget Sound region healthy and vibrant as it grows. As the region prepares to add more people and jobs in the coming decades – about 1.8 million more people by 2050 – VISION 2050 will identify the challenges we should tackle together as a region and renew the vision for the next 30 years.

VISION 2040 was the result of a planning process that resulted in an adopted vision for the central Puget Sound region that combined a public commitment to a growth strategy with the transportation investments and programs needed to support it. VISION 2040 has served as the framework for both countywide and local planning conducted under the Growth Management Act. VISION 2040 also identified policies and key actions necessary for implementation. PSRC is updating VISION to respond to the tremendous change since the adoption of VISION 2040, to consider new information and perspectives about the region, and to support the next round of local plan updates.

Over the course of the prior budget period, PSRC developed multiple growth alternatives to explore how the growth strategy could be adjusted to better achieved desired outcomes; reviewed new information about the region's growth, housing, transportation and other topics; and developed a draft VISION 2050 plan that includes an updated Regional Growth Strategy and Multicounty Planning Policies.

Following the development of the draft plan in 2017-2019, it is anticipated that the draft VISION 2050 will be reviewed by the policy boards in 2019-2020 and adopted at General Assembly in 2020.

a. Draft VISION 2050 Engagement

To ensure a strong level of public and member engagement in the plan update, the project will include a number of outreach components during review of the draft VISION 2050, including:

- Presentations to countywide forums, member jurisdictions, and other interest groups
- An enhanced website with extensive information about the update, an online open house, and appropriate social media communication
- Direct community outreach, including hard-to-reach and historically underrepresented populations
- Events with the Regional Staff Committee, countywide groups and other partners to promote review of the draft and adoption of the final update

b. Draft VISION 2050 Review

PSRC will engage its boards, members and the broader community in reviewing a draft VISION 2050 plan that encompasses a range of planning issues and extends the Regional Growth Strategy to the year 2050.

Building off PSRC's 2050 economic forecast, the work of the centers framework update, and an evaluation of actual growth trends, and using input from environmental review of three district growth alternatives, the Regional Growth Strategy will be updated to extend growth to 2050 among the four counties and the individual regional geographies.

In addition to extending the plan horizon to 2050, the Growth Management Policy Board has identified several foundational changes to consider in the update based on public input during the scoping process:

- Policy updates per statutory changes, including school siting
- Updating outdated information
- Information from recent regional plans, including:
 - Regional Open Space Conservation Plan
 - Regional Transportation Plan
 - Regional Economic Strategy
- Updates to address board commitments, including implementation of the Regional Centers Framework Update

The Growth Management Policy Board also identified a set of priority policy issues to be addressed as part of the VISION 2050 update process, based on input received during scoping and discussions among members of both the Growth Management Policy Board and Executive Board. The draft VISION 2050 plan review process will provide an opportunity for the region to assess regional direction on housing, climate change, resiliency, social equity and other policy topics prior to development of a final plan for adoption.

The Growth Management Policy Board recognizes that VISION is a regional plan and growth strategy where topics are often interrelated, requiring an integrated approach. The board identified that a significant element of the update needs to focus on implementation of the plan, including regional actions and how to support countywide and local efforts.

c. Final Environmental Review

VISION 2050 has included environmental analysis under the State Environmental Policy Act, through a Draft Supplemental Environmental Impact Statement (SEIS) that considered three potential growth pattern alternatives that fall within the range of analysis considered by the VISION 2040 EIS. The consultant contract to prepare these environmental documents will continue into this biennium to support development of a Final Supplemental Environmental Impact Statement on the final draft prior to adoption.

Sub-Task 3. VISION 2050 Implementation

A key step in the success of VISION 2050 will be to follow through with successful implementation steps, including supporting the counties and cities in their efforts to make VISION 2050 a reality at the local level. This Sub-Task will include outreach, assistance and technical development to support implementation of VISION 2050 through direct PSRC actions and through support to jurisdictions, agencies, and interest groups.

a. Housing Implementation

A priority topic for VISION 2050 is how to ensure that the region's housing supply keeps up with the region's strong economic and job growth, how to provide greater affordability options, and to lessen the risk and potential impact of displacement. This Sub-Task may include specific coordination with member agencies to improve the information available related to housing supply and affordability, support local housing strategy efforts, and provide guidance for local comprehensive plan updates.

b. Growth Strategy Implementation

With the adoption of VISION 2050 and an updated Regional Growth Strategy, PSRC will develop guidance and provide assistance on how the growth strategy can be used to support development of new countywide targets as required by the Growth Management Act.

c. VISION 2050 Outreach

PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, the business community, and the public. This work program will:

- Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans.
- Raise awareness of PSRC as the desired outcomes of VISION 2050 to residents across the region.
- Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.
-

Sub-Task 4. Technical Assistance and Coordination

Conduct outreach and provide technical assistance to jurisdictions, agencies, and interest groups on PSRC plans, policies, and programs, especially as a means to support implementation of VISION 2050. The sub-task will include building support and providing

guidance for incorporating VISION 2050 into countywide planning policies, local comprehensive plans, and other planning efforts.

Key activities include outreach to member jurisdictions, countywide planning groups, and other partner agencies and interest groups. Specific technical assistance will be provided to local jurisdictions regarding establishing growth targets, implementing housing affordability strategies, countywide planning policies, comprehensive plans, centers plans, and transit station area plans to foster alignment with VISION 2050 and the Regional Transportation Plan.

In addition, the Growth Management team assists other PSRC teams in carrying out their work. This includes support of the Transportation Improvement Program, work on the Regional Transportation Plan implementation, Regional Economic Strategy implementation, climate change work, and other work as assigned. This task will improve the overall coordination and compatibility of planning and research efforts throughout the four-county region.

Sub-Task 5. Support Boards and Committees

Support PSRC's Growth Management Policy Board and key technical committees. This sub-task will provide and support forums for regional policy development and decision making. Growth Management Policy Board work items are expected to include review and recommendation of a final VISION 2050, work to implement VISION 2050, and review of recommendation on certification of local comprehensive and subarea plans.

Sub-Task 6. Regional Centers Implementation

Based on the adopted Regional Centers Framework, PSRC will work on a number of implementation steps identified in the final report, including coordination with countywide groups and local jurisdictions on centers identification and planning, incorporating updated centers information into VISION 2050, and providing assistance to local jurisdictions as they update center subarea plans to be consistent with the framework.

Sub-Task 7. Local Comprehensive Plan Review and Certification

The Washington State Growth Management Act and Regional Transportation Planning Organization legislation directs PSRC to formally certify countywide planning policies and the transportation-related provisions in local comprehensive plans for conformity with state planning requirements and consistency with adopted regional plans and multicounty policies. Certification reports are brought to policy and executive boards on an ongoing basis. During this budget cycle, members will begin the process of updating countywide planning policies. Individual jurisdictions will be adopting limited local updates that fall between the required periodic update schedules. PSRC will provide assistance and guidance to countywide and local organizations in preparation for upcoming plan updates.

Sub-Task 8. PSRC Performance Trends Support

PSRC will continue to implement a program to assess regional trends and successes in implementing the policy objectives, projects, and programs adopted in VISION 2040/2050, the Regional Transportation Plan, and the Regional Economic Strategy. The Performance Trends program will integrate planning and data activities and draw resources from all PSRC program areas. The Growth Management division will participate on project teams

with other agency staff to assess data developed by the Data division, develop findings, assess policy implications, and develop Performance Trends products.

Sub-Task 9. Monitor Legislation

Periodically monitor and review proposed state and federal legislation related to growth management. Particular attention will be given to topics consistent with legislative priorities identified by the Growth Management Policy Board and adopted by the Executive Board as recommendations to the Washington State Legislature. Interpret and implement appropriate new and existing state and federal regulations, statutes and policies. This sub-task will ensure PSRC boards, committees, membership and agency staff are aware of potential legislation and implement relevant requirements.

Sub-Task 10. State Environmental Policy Act

Prepare and communicate PSRC's comments on regionally significant environmental documents and function as the SEPA Responsible Official when PSRC undertakes environmental reviews. The sub-task will fulfill the agency's responsibilities under the Washington State Environmental Policy Act and PSRC SEPA Procedures. This will include SEPA responsibilities related to the updates of the Regional Transportation Plan and VISION 2050 (addressed above under Sub-Task 1).

Sub-Task 11. Additional VISION 2050 Implementation

A variety of work elements are identified in VISION. This includes data collection, consultant needs, collaboration with university research departments, and other items that will further the region's understanding of important policy areas. As VISION 2050 is completed, more information will be available to determine priority work program items. An estimated additional \$100,000 is identified to support this work.

Sub-Task 12. Stormwater Parks Project

PSRC will conduct a study to learn lessons from already-built stormwater parks, identify opportunities for stormwater park retrofits region wide, and catalyze the planning and development of new stormwater parks to improve water quality, support compact development, and bolster public health.

Unfunded Sub-Tasks

None

Major Milestones and Products

1. Public review of draft VISION 2050. *(Summer 2019)*
2. Policy board recommendations for VISION 2050. *(December 2019)*
3. Publication of Final Supplemental Impact Statement for VISION 2050. *(March 2020)*
4. Adoption of VISION 2050. *(May 2020)*
5. VISION 2050 implementation guidance. *(May 2021)*
6. Coordination with jurisdictions and agencies to support implementation of VISION 2050. *(June 2020 to June 2021)*
7. Provide technical assistance to local jurisdictions. *(Ongoing)*
8. Coordinate with regional, state, and federal partners related to growth management. *(Ongoing)*

Mandates

This work element provides for the maintenance and implementation of VISION 2040/2050 as the region's growth management, environmental, economic and transportation plan. These activities are designed to fulfill PSRC's responsibilities as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the central Puget Sound region, as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area**
 - a. Section VI, which provides direction for certifying transportation elements in local comprehensive plans, reviewing transportation projects for consistency with the regional transportation plan, and commenting on proposed actions and projects with potential significant impact on implementation of the regional transportation plan.
 - b. Sections VII, B, E, and F, which require maintaining VISION 2040/2050 as the adopted regional growth management and transportation strategy, providing technical assistance to jurisdictions as required, and which establish PSRC as a forum for discussing regional issues.
2. **Regional Transportation Planning Organization (RTPO) Legislation** (RCW 47.80), which requires certification of consistency between countywide policies and the adopted regional transportation plan, as well as the transportation-related provisions in local comprehensive plans.
3. **Washington's Growth Management Act** (RCW 36.70A.210, RCW 47.80, WAC 468.86), which requires multicounty planning policies to provide a common framework to ensure consistency in planning efforts where there are common borders or related regional issues. [RCW 36.70A.510] and **Planning Enabling Act** [RCW 36.70.547] requires cities and counties to use their comprehensive plan and development regulations to discourage the siting of incompatible uses adjacent to general aviation airports. PSRC evaluates consistency of airport compatible land uses as part of its review and certification of local plans.
4. **Fixing America's Surface Transportation Act** (FAST Act), which requires that a continuing, cooperative and comprehensive planning process be maintained that results in plans and programs for an integrated intermodal transportation system.
5. **VISION 2040** (adopted April 2008), which includes the region's adopted multicounty planning policies, per the state Growth Management (RCW 36.70A), and the regional growth strategy.
6. **Washington State Environmental Policy Act** (RCW 43.21c) and PSRC's Adopted Procedures and Policies Implementing the State Environmental Policy Act (Resolution EB 97-01).

Policy Direction and Interagency Staff Involvement

Policy direction is received from the Executive Board, Growth Management Policy Board (primary policy direction and guidance for overall growth management, environmental, economic, and transportation policy and programs), Transportation Policy Board (primary policy direction and guidance for transportation issues and plans), and the Economic Development District Board (primary policy direction on economic issues).

Summary of Revenues and Expenditures

Summary Revenues & Expenditures

Revenues:

RTPO	\$863,000
FHWA	\$457,000
FHWA Local Match	\$71,000
FHWA Carryover	\$171,000
FHWA Carryover Local Match	\$27,000
FTA 5303	\$420,000
FTA Local Match	\$66,000
FTA 5303 Carryover	\$298,000
FTA 5303 Carryover Match	\$46,000
EPA Watershed Carryover	\$13,000
EPA Watershed Match	\$4,000
EPA Stormwater	\$199,000
Carryover Local	\$92,000
Local	\$200,000
Federal Anticipated	\$0,000
Total	\$2,928,000

Expenditures:

Salaries & Benefits	\$1,592,000
Overhead	\$906,000
Direct Costs	\$24,000
Consultants	\$406,000
Unfunded Contracts	\$0,000
Total	\$2,928,000

Budget Comparison:

Sept 20 Amended	
Supplemental FY 20-21	\$2,928,000
July 2020 Amended	
Supplemental FY 20-21	\$2,917,000

FTE Staffing Comparison:

Sept 20 Amended	
Supplemental FY 20-21	6.58
July 2020 Amended	
Supplemental FY 20-21	6.58

Summary of Consultants within Regional Growth Planning

Sub-Task	Description of Work	Amount	Start Date	End Date
3	VISION 2050 Implementation	\$ 100,000	Jul-2020	Jun-2021
2	Carryover Outreach	\$ 116,321	Feb-2019	Jun-2021
2	Carryover SEPA	\$ 29,650	Apr-2018	Jul-2020
12	Stormwater	\$ 160,000		
	Total Funded Contracts	\$ 405,971		
	Total Unfunded Contracts	\$ -		
	Total Consultant Costs	\$ 405,971		

Transportation Planning (Task 200)

Objective

Provide regionally coordinated long-range transportation planning to support VISION, the Regional Economic Strategy, and to meet state and federal requirements. Develop and maintain a Regional Transportation Improvement Program, including the distribution of PSRC-managed federal funds through a competitive project selection process and implementation of a project tracking program to ensure timely delivery of projects throughout the region. Continue PSRC's work with federal, state, regional and local partners to monitor air quality issues in the region, and advance regional policies related to the reduction of emissions and preparation of the region for the impacts from climate change and other natural hazards.

Sub-Tasks

Sub-Task 1. Departmental Administration

Manage and administer the transportation planning work program, including work program development, schedule, budget, progress and evaluation reports and related documentation. Administration will also include assuring compliance with rules and regulations of funding agencies and the Puget Sound Regional Council.

Sub-Task 2. Long-Range Transportation Planning

Begin development of the 2022 Regional Transportation Plan, including ongoing policy and technical research into a wide variety of transportation mobility topics. Key elements include transit, including special needs transportation, transportation demand management and passenger only ferries; freight; active transportation; technology; maintenance and preservation; and financial planning.

Continue planning and coordination with member agencies and PSRC advisory committees to expand upon the topics above. In particular, coordinate with the region's transit and mobility providers via the Transportation Operators Committee, Transportation Demand Management Advisory Committee and the Special Needs Transportation Committee to continue development of the regional integrated transit network and improve accessibility for all users. Coordinate with PSRC's freight stakeholders to address goods movement and freight mobility issues throughout the region. Coordinate with the Bicycle Pedestrian Advisory Committee on implementation of the Active Transportation Plan. Coordinate with the Regional Traffic Operators Committee and other stakeholders on addressing needs and gaps of regional Intelligent Transportation Systems (refer to Sub-Task 3 for PSRC's new mobility and emerging technology work program). Work will also continue to advance the regional understanding of maintenance and preservation needs, including consistent data collection, reporting and cost estimation. Work will continue to monitor the implementation of the financial strategy of the adopted Regional Transportation Plan and to prepare for the future planning work. Per state legislative direction and funding, PSRC will conduct a Regional Passenger Only Ferry Study to be completed by January 2021.

A variety of work elements are being pursued to advance the implementation of the Regional Transportation Plan. These include more robust data collection activities, consultant assistance, collaboration with university research departments, and other items that will further the region's understanding of each of the major plan elements, including freight, technology, maintenance and preservation, resilience, transit, active transportation, and finance. Specific examples include updating data sets related to truck movements, bicycle and pedestrian facility and usage, shared mobility and technology trends, and other areas.

Sub-Task 3. Emerging Technologies and New Mobility

Continue research, coordination and improvements to analytical tools to prepare the region for innovations in transportation technology and shared mobility. This work is expected to include the convening of a multi-sector stakeholder working group, and the preparation of technical guidance and policy assistance, as appropriate, to assist PSRC member agencies to plan and be ready for a changing transportation system and mobility needs.

Sub-Task 4. Regional Transportation Improvement Program (TIP)

Maintain the 2019-2022 Regional TIP, including the following: maintenance of the monthly routine amendment process; maintenance and improvements to the Regional TIP database; provision of assistance to member agencies; maintenance of the web-based TIP map; and continued improvements to the website and online applications system.

Develop the 2021-2024 Regional TIP, following the 2020 project selection process for PSRC's federal funds. This will include the following: air quality conformity analysis; addressing performance-based planning requirements; environmental justice / social equity analysis; rigorous reviews of projects for consistency with federal and state rules and regional policy; web mapping; and a public comment process.

Sub-Task 5. PSRC Funding

Conduct the project selection process for PSRC's FHWA and FTA funds in 2020, beginning with convening a Project Selection Task Force and developing the *2020 Policy Framework for PSRC's Federal Funds*. This process will also include supporting the Project Evaluation Committee, Transportation Operators Committee, and the four countywide committees. In addition, as available and necessary, distribute funds via the PSRC adopted contingency funding processes.

Maintain and enhance the project tracking system to monitor progress of projects funded with PSRC funds and ensure the region successfully meets its annual delivery targets for FHWA funds. Continue the monitoring and reporting of project statuses to each of the recommending committees and the PSRC Boards, with a key focus on the annual delivery targets.

Sub-Task 6. Air Quality and Climate Change

Continue to work with our federal, state, regional and local partners to monitor air quality and climate change issues in the region and to estimate regional emissions from plans, programs and projects using the best available technical tools. This sub-task will ensure

PSRC meets federal and state requirements regarding the conformity of the Regional Transportation Plan and the Regional TIP to the State Implementation Plan for Air Quality, including ongoing interagency consultation, and will advance regional policies related to the reduction of emissions.

Continue to improve the technical tools for estimating project-level emissions, both for project selection and the reporting of estimated emissions from projects funded with PSRC's Congestion Mitigation and Air Quality Improvement Program funds, as well as for additive improvements to the regional technical analyses.

Continue to monitor the implementation of the region's adopted Four-Part Greenhouse Gas Strategy and continue technical and policy research into the reduction of greenhouse gas emissions.

Advance the region's work on climate preparedness and resilience, including development of a regional inventory and continued research and coordination with partner agencies such as the Puget Sound Regional Climate Preparedness Collaborative.

Sub-Task 7. Planning Coordination

Continue to coordinate with federal, state, regional and local partners on all relevant planning work. This will include continued participation in state forums such as the WSDOT/MPO/RTPO Coordination Committee and specific state planning efforts on various transportation related topics.

Continue cooperative planning efforts with member agencies, in particular the region's transit agencies as identified in PSRC's 5307 Work Program. This work program includes the update to VISION to the year 2050, and corresponding transit needs for the forecasted population and employment growth, in particular high capacity transit and transit-oriented development. In addition, data and policies from VISION 2050 will be utilized to support the 2022 Regional Transportation Plan, including an identification of potential transit needs, passenger only ferry research, innovations in mobility, and ongoing work related to transit accessibility.

Unfunded Sub-Tasks

None

Major Milestones and Products

1. Research, analysis, coordination and planning work for the development of the 2022 Regional Transportation Plan. *(July 2019 through June 2021)*
2. Continue to improve the federally required Congestion Management Process and performance-based planning measures as part of the Regional Transportation Plan and analysis of regional outcomes, including submittal of required reporting. *(Ongoing)*
3. Publish the annual Regional Transit Integration Report. *(Fall 2019 and Fall 2020)*
4. Project selection process for PSRC's Federal Funds. *(July 2019 through July 2020)*

5. Development and adoption of the 2021-2024 Regional TIP. (*July 2020 through January 2021*)
6. Monthly amendments to the TIP. (*Ongoing*)
7. Project tracking of PSRC funded projects and implementation of FHWA delivery targets. (*Ongoing*)
8. Continue work with regional, state and federal partners to monitor air quality and climate change issues, and coordinate on the implementation of emission reduction strategies. (*Ongoing*)
9. Continue to advance work on climate preparedness and regional resilience to hazards, including the preparation of a regional inventory and best practices. (*Ongoing*)

Mandates

These activities and other related activities are designed to fulfill PSRC's responsibilities as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the central Puget Sound region, as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area**
Article VII requires that PSRC produce a Regional Transportation Plan as prescribed by federal and state law and regulations and is based on local comprehensive planning. The plan is required to establish planning direction for regionally significant transportation projects, as defined in state law, and to be consistent with the regional growth management strategy.
2. **Regional Transportation Planning Organization** legislation (RCW 47.80), which requires the preparation of a regional transportation plan and development of a regional transportation improvement program (TIP).
3. **Fixing America's Surface Transportation Act (FAST)** [23 CFR Part 450 Subpart C (FHWA) and 49 CFR Part 613, Subpart A (FTA)], which requires a metropolitan planning process that includes the development of a transportation plan and an integrated multimodal transportation system, including a description of performance measures and targets, as well as the development of a transportation improvement program (TIP).
4. **Federal Clean Air Act** (42 USC Section 7401-7671q) and **Washington Clean Air Act** (RCW 70.94.37) which legislates federal and state requirements through Air Quality Conformity rules for transportation plans, programs and projects.
5. **Memorandum of Understanding** between the Puget Sound Clean Air Agency, Washington State Department of Ecology and PSRC regarding the preparation of maintenance plans and regional transportation conformity analyses.
7. **Washington's Commute Trip Reduction (CTR) Program** (RCW 70.94.521-555 and WAC 468-63) which requires interjurisdictional cooperation in affected urban growth areas for implementation of CTR plans.

Policy Direction and Interagency Staff Involvement

Policy direction and oversight will continue under the Transportation Policy Board, with formal actions taken by the Executive Board. This work element will continue to have extensive involvement from PSRC's advisory committees, including the Regional Staff

Committee (RSC), Regional Project Evaluation Committee (RPEC), and the Transportation Operators Committee (TOC), as well as the four countywide transportation organizations. This work element will also continue to have extensive involvement from PSRC's regional air quality consultation partners, including the Puget Sound Clean Air Agency, Washington State Departments of Ecology and Transportation, the U.S. Environmental Protection Agency, and the Federal Highway and Transit Administrations.

Summary of Revenues and Expenditures

Summary Revenues & Expenditures

Revenues:

RTPO	\$515,000
FHWA	\$410,000
FHWA Local Match	\$64,000
FHWA Carryover	\$176,000
FHWA Carryover Local Match	\$27,000
FTA 5303	\$1,019,000
FTA Local Match	\$159,000
FTA 5303 Carryover	\$64,000
FTA 5303 Carryover Match	\$10,000
STBGP	\$1,000,000
STBGP Local Match	\$156,000
FTA 5307	\$1,470,000
FTA 5307 Local Match	\$368,000
FTA 5307 Carryover	\$350,000
FTA 5307 Carryover Match	\$87,000
WSDOT Passenger-Only	\$350,000
FTA 5310	\$200,000
FTA 5310 Carryover	\$43,000
Carryover Local	\$92,000
Local	\$210,000
Federal Anticipated	\$0,000
Total	\$6,771,000

Expenditures:

Salaries & Benefits	\$3,836,000
Overhead	\$2,180,000
Direct Costs	\$40,000
Consultants	\$715,000
Unfunded Contracts	\$0,000
Total	\$6,771,000

Budget Comparison:

Sept 20 Amended	
Supplemental FY 20-21	\$6,771,000
July 2020 Amended	
Supplemental FY 20-21	\$6,722,000

FTE Staffing Comparison:

Sept 20 Amended	
Supplemental FY 20-21	15.54
July 2020 Amended	
Supplemental FY 20-21	15.54

Summary of Consultants within Transportation Planning

Sub-Task	Description of Work	Amount	Start Date	End Date
2	RTP and SEPA	\$ 175,000	Mar-2020	Apr-2021
2	RTP Outreach	\$ 25,000	Mar-2020	Dec-2021
2	Passenger Only Ferry	\$ 330,000	Jan-2020	Jan-2021
4	TIP Database	\$ 35,000	Jun-2020	Jun-2021
6	AirQuality Tool	\$ 40,000	Jul-2020	Dec-2020
2	RTP Implementation	\$ 100,000	Apr-2020	Sep-2021
4	Carryover TIP Database	\$ 10,260	Jan-2020	May-2020
Total Funded Contracts		\$ 715,260		
Total Unfunded Contracts		\$ -		
Total Consultant Costs		\$ 715,260		

Economic Development District (Task 300)

Objective

Provide staff support to the Economic Development District (EDD) Board of Directors. Maintain the central Puget Sound region's eligibility for economic development planning and technical assistance funding from the federal Economic Development Administration. Develop, update and assist in implementation of *Amazing Place*, which serves as the region's Comprehensive Economic Development Strategy (CEDS). Under direction from the EDD Board of Directors, coordinate with public, private and community stakeholders to develop and implement initiatives that strengthen the region's economy.

Sub-Tasks

Sub-Task 1. EDD General

Ongoing administrative, managerial and operational efforts are required to maintain status as the Central Puget Sound Economic Development District (EDD), including:

- a. Convene and provide staff support to the EDD Board of Directors, subcommittees and other working groups or taskforces;
- b. Annually update the regional economic strategy, *Amazing Place*;
- c. Develop and maintain tracking tools, performance measure data and other products to facilitate strategy implementation;
- d. Coordinate events and programs, as appropriate, to aid in implementation of *Amazing Place*;
- e. Prepare budget and work program;
- f. Review and evaluate employee performance;
- g. Develop, apply for and monitor grants and contracts in support of *Amazing Place*.

Sub-Task 2. Regional Economic Strategy Implementation

The regional economic strategy *Amazing Place*, adopted in September 2017, is the guiding document for key regional economic initiatives. The EDD Board will maintain a work plan of initiatives to implement the strategy, informed by ongoing evaluation. Economic development staff will work with regional partners to implement these initiatives, including:

- a. Identify emerging industry opportunities, subsectors, or cross-cluster opportunities;
- b. Identify challenges and opportunities faced by the region's economy;
- c. Perform and coordinate qualitative and quantitative analysis to help detail the region's strengths, weaknesses, opportunities, and threats;
- d. Develop, run, and collaborate on events that bring together economic development interests in the region and highlight regional priorities.

Sub-Task 3. CARES Act Pandemic Recovery and Resiliency Work

An award from the Economic Development Administration requires the district to undertake work items on a pre-approved scope of work that includes: (1) the development of an economic recovery and resilience plan, tied to the applicant's approved Comprehensive Economic Development Strategy, to address the economic impacts of the coronavirus pandemic, (2) the deployment of disaster recovery coordinators to orchestrate a region's

response to the pandemic, (3) the provision of technical assistance, as necessary, to local governments, businesses, and other stakeholder organizations, and (4) the funding of appropriate technology and staff support for these pandemic-response activities. The following work areas will be addressed:

1. Regional Recovery Coordination

Use funding to support coordination of disaster economic recovery efforts across the region. Building off existing local efforts to identify and develop regional recovery projects, these funds will support the development of larger regional coordination, identify partnership opportunities, and share best practices across the region. These efforts include technical assistance programs, worker training, infrastructure investments such as broadband, and others. Locally generated disaster recovery economic development projects will be identified, and work will be done to help identify funding opportunities to implement them.

2. Industry Targeted Economic Recovery and Resiliency Planning

The agency will pursue one or more contracts to support economic development planning and coordination to develop industry specific disaster recovery and resiliency plans. These efforts will target regional industry areas that have experienced significant negative impacts from recent economic shocks, including COVID-19. The identified targeted industries are:

Aerospace: The region's aerospace industry has experienced supply chain challenges due to COVID-19 as well as impacts from a downturn in commercial aviation activity. Regional unemployment insurance claims show that transportation manufacturing, which include aerospace manufacturing, has experienced significant loss in employment, even with this industry being deemed as essential through work shutdowns. Early COVID-19 impact volumes of initial unemployment claims reflected nearly 40% of pre-COVID-19 level employment. Funding would be used to analyze gaps in Washington's supply chain, including raw materials imported from foreign markets and components made in other states. This effort would work to identify market opportunities to recruit businesses to the region, expand local businesses into new markets, and market local sale opportunities to existing customers.

Manufacturing: Like impacts to the Aerospace industry, other manufacturing industries have been impacted by the pandemic. Unemployment insurance claims in the Machinery and Electronic Manufacturing sector reflect nearly a quarter of the pre-COVID-19 workforce, and Other manufacturing has seen a loss of nearly a third. Funding would be used to support the diversification of regional advanced manufacturing capacity with an added focus on re-shoring of manufacturing activities to support regional supply chains in sectors such as Military and Defense, Information and Communication Technology, Life Sciences and Global Health, and others. The analysis will identify market opportunities for regional companies to expand production to meet the needs of regional manufacturing supply chains and increase resilience of regional industries to future supply chain shocks.

Tourism: The regional and national tourism industry is facing long-term structural challenges with how business is conducted. According to recent analysis by the U.S. Travel Bureau, 51% of the overall travel industry is now unemployed. Regional unemployment insurance

claims mirror this large impact. Since the onset of the pandemic, Accommodations and Food Service workers and Arts & Entertainment have seen the largest volumes of unemployment claims. Given the impacts to general travel and tourism activity, as well as restrictions on larger gatherings, employment in this industry will likely persist longer than other industries. Funding will be used to identify strategies to support these industries in the near-term to remain viable, and to develop business strategies to survive the current and future pandemics.

Unfunded Sub-Tasks

None

Major Milestones and Products

1. Annual Economic Development Work Plan Developed and Adopted *(2020 and 2021)*
2. EDA Planning Grant Secured *(June 2019, June 2020, and June 2021)*

Mandates

This work element provides for program development, administration and management of regional economic development planning activities as required by:

1. **EDD/PSRC Memorandum of Agreement** dated June 27, 2002.
2. Authority for the CPSEDD creation is by a **Joint Exercise of Powers Agreement** between the counties of King, Kitsap, Pierce and Snohomish dated May 5, 1971 and amended November 13, 2003.
3. Federal authority for the creation, recognition and funding of multi-jurisdictional economic development districts is found in the **Public Works and Economic Development Act of 1965** (Public Law 89-136, 42 U.S.C. 3121 *et seq.*) as amended, including the comprehensive amendments by the Economic Development Administration Reform Act of 1998 (Public Law 105-393) and the Economic Development Administration Reauthorization Act of 2004 (Public Law 108-373). Criteria for district program functions and funding are found in 13 CFR Part 301 (area eligibility), 302 (district designation), 303 (district planning process) and 306 (planning assistance).

Policy Direction and Interagency Staff Involvement

Economic Development receives policy direction from the EDD Board of Directors.

Summary of Revenues and Expenditures

Summary Revenues & Expenditures

Revenues:

EDA Grant	\$200,000
EDD Dues	\$273,000
EDA CARES	\$340,000
EDD Dues Carryover	\$32,000

Expenditures:

Salaries & Benefits	\$368,000
Overhead	\$212,000
Direct Costs	\$14,000
Consultants	\$250,000

Total	\$844,000
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Total	\$844,000
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Budget Comparison:	
Sept 20 Amended Supplemental FY 20-21	\$844,000
July 2020 Amended Supplemental FY 20-21	\$867,000

FTE Staffing Comparison:	
Sept 20 Amended Supplemental FY 20-21	1.64
July 2020 Amended Supplemental FY 20-21	1.64

*EDD membership dues have been collected from PSRC membership since 2005 to support the Economic Development function.

Summary of Consultants within Economic Development

Sub-Task	Description of Work	Amount	Start Date	End Date
3	CARES Act Pandemic Recovery Work	\$ 250,000		
	Total Funded Contracts	\$ 250,000		
	Total Unfunded Contracts	\$ -		
	Total Consultant Costs	\$ 250,000		

Data (Task 400)

Objective

To oversee the development and maintenance of effective data collection, management, and analysis tools to support all PSRC activities including planning, modeling, forecasting, and technical assistance to local jurisdictions.

Sub-Tasks

Sub-Task 1. Data Administration

Manage and administer the Data department work program, including development, schedule, budget, progress and evaluation reports and related documentation. Assure compliance with rules and regulations of funding agencies and PSRC. Administration also includes staff training and education to support effective implementation of the Data work program.

Sub-Task 2. Data/GIS/Model Development and Maintenance

Data and Visualization. PSRC produces and serves as a clearinghouse for an array of regional demographic, housing, land use, economic, transportation, and forecast datasets that form the core data infrastructure supporting the agency's forecasting/modeling efforts and regional planning analyses, as well as local planning by PSRC member agencies. Maintenance and regular updates to these datasets are among the mandated MPO functions that constitute this work sub-task:

- Demographic: Decennial Census, American Community Survey
- Housing: residential building permit estimates
- Land Use: parcel/assessor data, future land use dataset
- Economic: employment estimates, wage estimates
- Transportation: Census Transportation Planning Package (CTPP), household travel survey data, park and ride data, parking inventory data, bicycle & pedestrian counts
- Forecast: regional macroeconomic forecast, small area land use projections (Land Use Vision)

The Data and Visualization subtask continues the effort to grow staff capacity and expertise in the area of data visualization, including web-mapping and other interactive web-based data tools, visual analytics for modeling systems, and common programming languages (e.g. Python, JavaScript, R) used for data visualization applications.

Modeling. PSRC's suite of forecasting models are integral to the agency's planning efforts, supporting analysis of future year land use and travel conditions, whether being used to produce forecast products or to inform policy analysis and plan development. Currently, the agency maintains the following primary models:

- A macroeconomic model of the four-county region

- The UrbanSim land use modeling suite
- A four-step travel demand model known as 4K
- An activity-based travel model known as SoundCast

While the models have seen significant advances in their capabilities, ongoing refinement and improvement remains an agency priority. In FY2020-2021, this work will center on continued improvement to support major PSRC planning efforts such as the Regional Transportation Plan update scheduled to begin in FY2020. The focus of travel model updates will continue to be the SoundCast activity-based travel model. These updates may include but are not limited to:

- Transit modeling
- Updated Base Year
- Shared Mobility and Technology enhancements
- Continued data collection and preparation to update to a modeling base year of 2018

The UrbanSim land use forecasting tools are currently in operation and have been used for allocating subarea growth in the Land Use Vision data product. In FY2020-2021, PSRC staff will prioritize updating key model inputs and will begin migrating to the next generation UrbanSim 2.0 model platform. This migration is needed for a variety of reasons including the fact that the UrbanSim code currently in use at PSRC is no longer commercially supported. This update will also enable faster run times, increased transparency and enhanced collaboration with other users around the country.

The Updated Base Year will require updated data from the on-going survey program, a recently completed parking inventory and newer transit and traffic flow data.

Sub-Task 3. Internal Technical Support

This sub-task includes preparation and evaluation of data and analytical products to support internal PSRC planning efforts as opposed to external consumers such as member jurisdictions. Regional growth management, transportation and economic development planning depends on demographic, land use, employment and transportation data and forecasts on an ongoing basis for policy development and alternatives evaluation.

Data, analysis and forecasting/modeling support for both the Regional Transportation Plan and VISION 2050 fall under this sub-task. The VISION-related analysis will include the final technical analysis documented in the Final VISION 2050 EIS that will be adopted in spring 2020. Other data efforts related to the Regional Transportation Plan will include work to enhance the technology and shared mobility components of PSRC's modeling tools.

This sub-task also includes ongoing support for the PSRC Performance Trends program. The Performance Trends program integrates planning and data activities and draw resources from all PSRC program areas. The Data team will continue to develop and analyze data to support this program, as well as participate on project teams with other agency staff to develop findings, assess policy implications, and develop Performance Trends products.

Sub-Task 4. External Technical Support

This sub-task includes preparation and dissemination of data, analytical and modeling products and services to support PSRC members, per PSRC's MPO mandates and Interlocal Agreement. PSRC's member agencies, including counties, cities, tribes, ports, transit agencies and WSDOT, rely on PSRC for regional data collection, estimation, forecasting, analysis and modeling support on an ongoing basis. This sub-task also involves outreach and data/modeling coordination efforts through the Land Use Technical Advisory Committee (LUTAC), and Model Users Group (MUG), as well as general support for the agency's Boards and other Committees as needed.

Examples of technical support tasks include responding to data and modeling requests by members, PSRC support for regional data coordination efforts, and online publication of data and analysis and other technical resources. In addition to routine products and services, members may occasionally request assistance with large labor-intensive projects that may involve additional revenues provided by the member agency.

Sub-Task 5. Continuous Household Travel Survey

In FY2014-2015, PSRC initiated a program of continuous household travel survey data collection. The goal is to conduct the survey annually or biannually as budget allows. Historically, PSRC collected household travel survey data every 7-8 years to understand trends in travel behavior and to support modeling, but this continuous approach offers several advantages. One advantage to more continuous collection is that rapidly changing travel trends such as technological shifts can be incorporated into planning and modeling. This approach also allows for better monitoring of transportation changes. Finally, the more frequent surveying approach will reduce initial survey startup efforts since each survey design and analysis phase will occur more often and with a smaller time gap since last survey.

Data produced by the travel survey is used by PSRC and many member agencies to develop models that predict household travel behavior. In addition, the surveys have been used to build household location models used in land use analysis. The continuous survey approach will also provide information for performance measures such as mode choices in regional centers and for before-after studies of infrastructure improvements.

A third wave of the regional household travel survey will occur during the FY2020-2021 budget period. This work is supported by a budget of \$200,000 for consultant services. This budget will go toward survey design by consultants, administering the survey to a sample of regional residents, and completion of final survey deliverables by consultants in winter 2020/2021, for survey work targeted to begin in spring 2021.

Consultant costs include:

- \$200,000 to conduct a third wave of PSRC's continuous household travel survey program in spring 2021. Note: Based on add-on commitments for previous waves of the survey, it's anticipated that one or more member jurisdictions may purchase add-on samples for the 2021 survey, increasing the total budget.

Sub-Task 6. Regional Macroeconomic Forecast

A consultant contract project could be initiated during FY2020 to update the Regional Macroeconomic Forecast if updates to the 2050 horizon year are required for inclusion in the update to the Regional Transportation Plan. An updated final forecast would be published in FY2021, timed to support the early planning phase of the Regional Transportation Plan update.

Consultant costs include:

- For FY2020-20201, \$50,000 planned for the full execution of an updated 2050 Macroeconomic forecast.

Sub-Task 7. AMPORF/ActivitySim

PSRC is continuing collaboration with several agencies on state-of-the-practice techniques to improve run time, quality, and usefulness of travel forecasting products. That collaboration began in FY2014-2015 through a contract with the Association of Metropolitan Planning Organization Research Foundation (AMPORF) and that work is planned to continue through FY2020-2021. This work is leading to major improvements that will make their way into PSRC's current activity-based model in subsequent budget periods. These improvements include optimized code, faster run time and improved code readability and ease of use.

Consultant costs include:

- \$70,000 for continued collaboration with the AMPORF consortium to support development of future versions of the regional Activity Based Model.

Sub-Task 8. Data Management System Improvements

During FY2017, the Data Department undertook a consultant project to have its data management practices and related IT systems evaluated. The project goal was to identify targeted improvements that could be implemented to: a) improve basic data organization and management, b) support and promote more efficient work flows and data processes, and c) facilitate easy and intuitive data access and dissemination, both internally within the agency and externally to the public.

This task represents the implementation phase of this initiative effort, and may include (but is not limited to) the following potential improvement measures: 1) establish formal data management standards and protocols, 2) establish a new file/folder structure, 3) design and build a central SQL database, 4) migrate data and databases to the new SQL platform, 5) develop data catalogs to facilitate data search, access, and dissemination, 6) provide staff training on new standards, systems, and practices. A consultant contract will begin in the spring of 2019 with a focus to help staff in the hands on development of the central database and subsequent tool development.

Sub-Task 9. Transit Model Tools

Updates to PSRC modeling capabilities that improve functionality for transit and transit-related modeling will be funded through a grant from the Federal Transit Administration (FTA) known as the FTA 5307 program. Portions of the grant will be spent pursuing

continued transit modeling updates. The grant will also be used to enhance ferry modeling capabilities for incorporation into future ferry planning efforts across the region. The results of this work may be useful to the region's ferry operators for their long- and short-range facility, service, and operations planning. Refinements to this work program will be coordinated with transportation operators through the Transportation Operators Committee (TOC).

Unfunded Sub-Tasks

Sub-Task 10. Travel Demand Model - Freight/Truck Component

An area of identified need within the PSRC model systems is an improved representation of freight movement within the region. To better understand and plan for freight movements in the region, a new freight model would need to be included in PSRC's travel models. This improved freight model would allow PSRC to understand how freight movements are expected to change over time. This model would also allow for estimates of the costs of congestion encountered by freight, and how freight movements would change under different types of scenarios such as regional tolling. The current freight model lacks the sensitivity to adequately model questions such as these. Fairly rudimentary freight modeling is typical of most travel models around the country, but the state of the art is improving.

This work sub-task is to improve our understanding of freight movement within the region and the impact on it from various land use, economic development and transportation policy and capital investment alternatives. This sub-task will identify and implement specific model improvements to better characterize freight movement activities in a manner that can be incorporated into both existing trip-based and activity-based travel models.

This sub-task is subject to additional funding. Funds would need to be identified for consultant services to develop a new freight model component to the travel demand model. This includes both data development and model development expenditures.

Major Milestones and Products

1. 2018 Updated Base Year for modeling (*Spring 2020*)
2. Updated Regional Economic Forecast (if necessary) (*Fall 2020*)
3. Wave three of the regional household travel survey (*collection begins Spring 2021*)
4. Technology and Shared Mobility modeling related improvements (*Winter 2020*)
5. Updated Puget Sound Trends (*Ongoing*)
6. Phase 1 of UrbanSim 2.0 conversion (*Fall 2020*)

Mandates

This work element provides for the program development, administration, and management of the regional technical assistance, data collection, data maintenance, forecasting, and modeling activities as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area** (Article VII), which requires that, as requested, the agency shall provide technical assistance to local, state, and federal governments through regional data collection

and forecasting services, consistent with the mission and functions of the agency; and that a regional database (including demographic, economic, and travel condition data) and modeling capabilities will be established and maintained to support development of the Regional Transportation Plan and VISION 2040.

2. **Regional Transportation Planning Organization legislation** [RCW 47.80], which requires establishment and maintenance of a coordinated planning program for regional transportation systems and facilities, and integrated transportation and comprehensive planning.
3. **Fixing America's Surface Transportation Act (FAST)** [23 CFR Part 450 Subpart C (FHWA) and 49 CFR Part 613, Subpart A (FTA)], which requires a metropolitan planning process that includes the development of a transportation plan and an integrated multimodal transportation system, including a description of performance measures and targets, as well as the development of a transportation improvement program (TIP).
4. **Federal Clean Air Act** (42 USC Section 7401-7671q) and the **Washington Clean Air Act** [RCW 70.94.37] which legislates federal and state requirements through air quality conformity rules for transportation plans, programs, and projects.

Policy Direction and Interagency Staff Involvement

Policy direction is received from the Executive Board. This work element will also have regular ongoing interactions with the Regional Staff Committee (RSC), Technical Forum (RTF), Land Use Technical Advisory Committee (LUTAC), and Model Users Group (MUG).

Summary of Revenues and Expenditures

Summary Revenues & Expenditures

Revenues:

FHWA	\$1,556,000
FHWA Local Match	\$243,000
FHWA Carryover	\$1,085,000
FHWA Carryover Local Match	\$169,000
FTA 5303	\$1,811,000
FTA Local Match	\$283,000
FTA 5303 Carryover	\$1,001,000
FTA 5303 Carryover Match	\$156,000
STBGP	\$1,000,000
STBGP Local Match	\$156,000
FTA 5307	\$1,030,000
FTA 5307 Local Match	\$258,000
FTA 5307 Carryover	\$171,000
FTA 5307 Carryover Match	\$43,000
City of Seattle Carryover	\$99,000

Expenditures:

Salaries & Benefits	\$5,396,000
Overhead	\$3,068,000
Direct Costs	\$230,000
Consultants	\$657,000
Unfunded Contracts	\$0,000
Total	\$9,351,000

Carryover Local	\$92,000
Local	\$198,000
Federal Anticipated	\$0,000
Total	\$9,351,000

Budget Comparison:	
Sept 20 Amended Supplemental FY 20-21	\$9,351,000
July 2020 Amended Supplemental FY 20-21	\$9,320,000

FTE Staffing Comparison:	
Sept 20 Amended Supplemental FY 20-21	18.73
July 2020 Amended Supplemental FY 20-21	18.73

Summary of Consultants within Data

Sub-Task	Description of Work	Amount	Start Date	End Date
6	Macroforecast Update	\$ 50,000	Jan-2021	Jun-2021
5	Household Activity Survey	\$ 200,000	Apr-2020	Apr-2022
7	AcivitySim*	\$ 70,000	Ongoing	
2	UrbanSim II	\$ 25,000	Sep-2020	Apr-2021
3	Data Acquisition and Research	\$ 50,000	Sep-2020	Apr-2021
3	Data Acquisition and Research	\$ 50,000	Jan-2021	Jun-2021
5	Carryover Household Survey	\$ 47,571	Jan-2017	Jun-2020
5	Carryover Household Survey - Seattle	\$ 80,774	Jan-2017	Jun-2020
8	Carryover Database Design	\$ 83,248	May-2019	Jun-2021
Total Funded Contracts		\$ 656,593		
Sub-Task	Description of Work	Amount	Start Date	End Date
Total Unfunded Contracts		\$ -		
Total Consultant Costs		\$ 656,593		

Council Support (Task 500)

Objective

To provide staff assistance to the Puget Sound Regional Council General Assembly, Executive Board, Operations Committee, Economic Development District Board, and member jurisdictions.

Sub-Tasks

1. Provide assistance to the General Assembly.
2. Provide assistance to the Executive Board.
3. Provide assistance to the Operations Committee.
4. Provide support for Executive Committee meetings.
5. Provide assistance to the Economic Development District Board.
6. Establish working relationships with member organizations' elected officials and staff and participate in countywide planning and decision processes.
7. Conduct a regional workshop for newly elected officials.
8. Conduct legislative briefings and develop legislative positions.
9. Participate in the National Association of Regional Council's NARC.
10. Implement an integrated ongoing program to evaluate regional trends and success in effecting the policy objectives, projects, and programs adopted in VISION 2050, the Regional Transportation Plan, and the Regional Economic Strategy.
11. Continued outreach efforts to member jurisdictions and other groups.
12. Organize with PSRC leadership and associated staff the approach to PSRC's Federal Planning Certification Review process, including preparing the response submittal and organizing the site visit. Coordinate PSRC's responses and ensure timely follow up, if there are any actions determined by the federal review team. Document all follow-up action items for the next review.
13. Provide reports to the Executive Board related to conferences and other major events where Executive Board members participate.

Unfunded Sub-Tasks

None

Major Milestones and Products

1. 2020/2021 General Assembly meetings (*Spring 2020, 2021*)
2. Regional workshop for newly elected officials (*January 2020*)

Mandates

This work element supports numerous PSRC functions as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area**, which requires providing information and services to local governments, state and regional agencies, Indian tribes, community organizations, businesses, individuals, and

other interested parties. This work also is mandated by numerous federal and state requirements for public information and involvement.

2. **Fixing America's Surface Transportation Act (FAST Act)**, which requires that a continuing, cooperative and comprehensive planning process be maintained that results in plans and programs for an integrated intermodal transportation system.

Policy Direction and Interagency Staff Involvement

The Executive Board and General Assembly provide policy direction. The Regional Staff Committee and countywide planning organizations provide interagency staff involvement.

Summary of Revenues and Expenditures

Summary Revenues & Expenditures

Revenues:

FHWA	\$1,316,000
FHWA Local Match	\$205,000
FHWA Carryover	\$603,000
FHWA Carryover Local Match	\$94,000
Carryover Local	\$198,000
Local	\$289,000
Federal Anticipated	\$0,000
Total	\$2,706,000

Expenditures:

Salaries & Benefits	\$1,437,000
Overhead	\$822,000
Direct Costs	\$158,000
Consultants	\$290,000
Unfunded Contracts	\$0,000
Total	\$2,706,000

Budget Comparison:

Sept 20 Amended Supplemental FY 20-21	\$2,706,000
July 2020 Amended Supplemental FY 20-21	\$2,686,000

FTE Staffing Comparison:

Sept 20 Amended Supplemental FY 20-21	3.64
July 2020 Amended Supplemental FY 20-21	3.64

Summary of Consultants within Council Support

Sub-Task	Description of Work	Amount	Start Date	End Date
	Strategic Initiatives (as needed)	\$ 290,000	TBD	
	Total Funded Contracts	\$ 290,000		
	Total Unfunded Contracts	\$ -		
	Total Consultant Costs	\$ 290,000		

Communications (Task 600)

Objective

To develop effective visual, written and electronic communications materials for the Puget Sound Regional Council's activities and responsibilities; and assist the agency and its staff in reaching out to and effectively involving member jurisdictions, citizens and other interests throughout the region in Puget Sound Regional Council activities.

Sub-Tasks

1. Develop and apply Puget Sound Regional Council publication standards; assist staff in editing documents and in planning presentations.
2. Prepare and carry out public participation plans providing for public involvement and education as appropriate; coordinate agency's MPO and RTPO requirements for public involvement. Continuously evaluate the effectiveness of public involvement and outreach strategies and make changes that reflect ongoing analysis of effectiveness. Actively seek public participation on appropriate PSRC committees and task forces.
3. Design, publish, and coordinate production of newsletters, electronic newsletters, newspaper supplements, brochures, maps, as well as other materials including registration materials and other graphics products as required; prepare visual presentations covering issues and projects; assist in development and enhancement of PSRC's website.
4. Investigate partnership opportunities for coordinating and developing a program of periodic conferences or other events related to Puget Sound Regional Council responsibilities and regional priorities.
5. Conduct the PSRC's annual VISION 2040 Awards Program. Continue to actively promote VISION 2040 awards in a variety of media.
6. Maintain agency mailing lists of community, business, and special interest groups and disseminate newsletters and other information materials to these groups as appropriate.
7. Provide information to the public and officials on issues, projects, and agency operations.
8. Assist internal staff communications as appropriate.
9. Create and maintain a professional image for the Puget Sound Regional Council; maintain a consistent, high level of quality in all communications via a variety of tools, including a blog and social media.
10. Coordinate work of vendors for printing, production, reproduction, and mailing of agency products; assist in maintaining vendor files and price lists.
11. Prepare and distribute news releases concerning actions and activities as appropriate.
12. Maintain contacts with the news media; arrange/coordinate press interviews and conferences with local officials and staff as appropriate; monitor press coverage.
13. Work with Federal Transit Administration and Federal Highway Administration staff to assure that the agency's public participation plan and public involvement strategies meet and exceed federal guidance relating to engaging traditionally underserved

(minority and low income) communities, engaging people with limited English proficiency, individuals with disabilities, and native tribes. Continuously evaluate the effectiveness of strategies and make changes, as needed, to the agency's plan.

Unfunded Sub-Tasks

None

Major Milestones and Products

1. Maintain and continuously improve agency website (*Ongoing*)
2. Weekly blog postings (*Ongoing*)
3. Engage the public through digital outreach, including social media and email marketing (*Ongoing*)
4. Maintain, improve and implement agency Public Participation Plan (*Ongoing*)
5. Awards program (*Annually*)
6. Ongoing support for all of the initiatives identified in the agency's budget and work program including: updating the regional transportation plan, VISION 2050, and producing performance trends (*Ongoing*)

Mandates

1. This work element helps the Puget Sound Regional Council meet the federal, state and local requirements for consultation, coordination and public participation, including the following laws:
 1. **Fixing America's Surface Transportation Act (FAST Act)**, which requires that a continuing, cooperative and comprehensive planning process be maintained that results in plans and programs for an integrated intermodal transportation system.
 2. **Title VI of the Civil Rights Act of 1964**
The Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be nondiscriminatory on the basis of race, color, national origin or disability. The fundamental principles of environmental justice include:
 - Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations
 - Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process
 - Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities
 3. **State Environmental Policy Act (SEPA), RCW 43.21C**
PSRC uses SEPA to guide its environmental review for key decision making. SEPA rules adopted by the Puget Sound Regional Council require that whenever PSRC issues a Declaration of Non-Significance (DNS) under WAC 197-11-360-(3), PSRC will give public notice.
 4. **State Growth Management Act (GMA), RCW 36.70A**
For the development and adoption of multicounty policies under the GMA, the Puget Sound Regional Council will comply with GMA procedures that apply to countywide planning policies, including "a public hearing or public hearings on the proposed policies," [RCW 36.70A.210 (2)(e)] with appropriate public notification and

participation. The public notification and procedures will include, as required by the GMA, "broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments." [RCW 36.70A.140]

5. **Washington State Open Public Meetings Act, RCW 42.30**

All PSRC committee and board meetings are open to the public, and public comment periods are provided during each regular meeting. Board chairs may limit comment periods as needed. PSRC streams Executive Board, Transportation Policy Board, Growth Management Policy Board, and Economic Development Board meetings live on its website.

6. **Public Records Act, RCW 43.56**

Anyone may request to view PSRC records for any reason (although Washington state places some limits on how certain records may be used, including but not limited to prohibiting using lists of individuals for commercial purposes [RCW 42.56.070(9)] and prohibiting using lists of persons to promote election of persons or for promotion or opposition of ballot measures [RCW 42.17.130]). PSRC's Public Records Officer may be reached via PSRC's website (<https://www.psrc.org/contact-center/information-center/public-records-request>), phone (206-464-7532) or email (amarkley@psrc.org). All public records requests are answered within five business days.

Policy Direction and Interagency Staff Involvement

Policy direction comes from the General Assembly and the Executive Board. Interagency staff involvement occurs as needed.

Summary of Revenue and Expenditures

Summary Revenues & Expenditures

Revenues:

FHWA	\$1,782,000
FHWA Local Match	\$278,000
FHWA Carryover	\$264,000
FHWA Carryover Local Match	\$41,000
Carryover Local	\$92,000
Local	\$250,000
Total	\$2,709,000

Expenditures:

Salaries & Benefits	\$1,609,000
Overhead	\$916,000
Direct Costs	\$8,000
Consultants	\$175,000
Total	\$2,709,000

Budget Comparison:

Sept 20 Amended Supplemental FY 20-21	\$2,709,000
July 2020 Amended Supplemental FY 20-21	\$2,727,000

FTE Staffing Comparison:

Sept 20 Amended Supplemental FY 20-21	4.42
July 2020 Amended Supplemental FY 20-21	4.42

Summary of Consultants within Communications

Sub-Task	Description of Work	Amount	Start Date	End Date
2	On-Call Comm. and Outreach Support	\$ 175,000	TBD	
	Total Funded Contracts	\$ 175,000		
	Total Consultant Costs	\$ 175,000		

Administrative Services (Task 900)

Objective

To develop and maintain an effective and responsive administrative program for the Puget Sound Regional Council that includes administering the budget and work program, and supporting the agency's legal, personnel, contractual, computer operations, Information Center, office management, graphic design operations, mail and copy center, purchasing, and financial duties.

Sub-Tasks

Sub-Task 1. Program Development and Management

- a. Prepare and adopt administrative recommendations that improve the operational relationship of the Regional Council with members, businesses, community organizations, and the public.
- b. Develop and prepare the two-year budget, detailed project milestones, progress reports, dues schedule, and related documentation.
- c. Provide internal administrative support services, including all aspects of human resource management such as recruitment, staff assignment and evaluation; develop and process interagency agreements; manage consultant selection, contract negotiation, and contract performance; and assure agency compliance with appropriate rules, regulations, and conditions.

Sub-Task 2. Administration, Legal and Financial Management

- a. Monitor contracts with federal and state agencies; ensure agency compliance with regulations; and maintain liaison with federal, state, and local officials and state auditors.
- b. Manage outside legal support service required by the Regional Council, including such activities as drafting and/or reviewing all agency legal documents, and overseeing legal counsel to ensure the Regional Council carries out the role and responsibility as the designated Metropolitan Planning Organization and Regional Transportation Planning Organization under federal and state law.
- c. Review and analyze proposed state and federal legislation and regulations affecting Regional Council responsibility.
- d. Facilitate process, preparation and amendments of the agency's two-year operating budget and work program.
- e. Prepare, monitor and report financial operations, including organizational cash flow, disbursement of payments to contractors, and investment of agency funds.
- f. Maintain and implement the agency's personnel, recruitment, compensation and training programs, the agency's Employee Handbook and Affirmative Action Plan, and prepare and implement organizational and leadership continuity plan for PSRC.
- g. Coordinate Title VI reporting, including actions in response to FHWA and FTA's certification report.

Note: Consultant Costs of \$78,000 will be used for HR support, \$157,000 for Legal support, and \$146,000 for accounting services. \$16,000 of consultant services will also be needed for the PSRC's continuity planning.

Sub-Task 3. Technology and Information Systems

PSRC's information systems function provides and maintains the computer server, network and desktop infrastructure as well as electronic technology for the five board and meeting rooms. The latter includes audio and video conferencing, live webcasting, and digital multimedia presentation facilities. The agency maintains a Technology Plan which sets forth agency technology strategies and goals. The goal of this work task is to maximize the efficiency of PSRC staff efforts and communication with our member agencies and with the public.

Most tasks are ongoing. Consultant costs of \$90,000 will go toward network services and maintenance and audio-visual systems support.

Sub-Task 4. Information Center

- a. Outreach and Public Service Activities
 - Answer reference questions about the agency and its products for members and the public.
 - Make agency products accessible for public review.
 - Support outreach activities and distribute agency products.
 - Respond to Public Records Act requests.
- b. Council and Staff Support
 - Support the work of staff by responding to requests for information and conducting research.
 - Serve as a parliamentary resource.
 - Assist with proofreading and editing agency products.
- c. Technology Support
 - Assist with the agency's social media program and track web and social media statistics.
 - Manage and maintain the agency's intranet.
 - Maintain the agency website.
 - Support staff use of technology by training, troubleshooting and providing information about tools and shortcuts.
- d. Management of Collection and Agency Products
 - Acquire and manage reference materials and subscriptions.
 - Develop and maintain databases for reference materials and agency products.
 - Digitize older PSRC reports.
- e. Planning and Implementation of Agency's Records Management Program.
 - Follow state records retention schedules and disposition of obsolete records.
 - Oversee removal of noncurrent records from active office storage.
 - Transfer historically valuable records to the State Archives system.
 - Support staff records management activities.
 - Maintain records databases.

Sub-Task 5. Facilities

Routine maintenance and repairs as necessary.

Sub-Task 6. Graphics

- a. Provide ongoing graphics support for Agency.
 - Maintain agency's visual brand, including designing logo, letterhead, and templates for agendas and presentations
 - Design and produce agency reports and other publications
 - Develop and maintain digital library of photos for agency use
 - Design and order staff business cards, office name plates and update organization charts for agency
 - Develop plaques and awards for agency
- b. Plan, implement, and maintain the agency website and social media presence
 - Support maintenance and plan improvements to the website
 - Provide support for maintaining accessibility of agency's electronic publications
 - Design charts, infographics and other visuals for agency's website, social media and email campaigns
- c. Provide support for agency meetings and events
 - Advise staff on room set-up
 - Design and produce materials for meetings, including nametags, signs, and handouts.

Unfunded Sub-Tasks

None

Major Milestones and Products

1. Prepare Supplemental FY2018-2019 Budget (*Spring 2018*)
2. Prepare FY2020-2021 Biennial Budget and Work Program (*Spring 2019*)
3. Coordinate annual audit with State Auditor's Office (*Winter 2017/2018*)

Mandates

This work element provides for the program development, administration and management of the Executive and Administrative Services required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area**, which requires providing information and services to local governments, state and regional agencies, Indian tribes, community organizations, businesses, individuals, and other interested parties. This work also is mandated by numerous federal and state requirements for public information and involvement.
2. **Fixing America's Surface Transportation Act** (FAST Act), which requires that a continuing, cooperative and comprehensive planning process be maintained that results in plans and programs for an integrated intermodal transportation system.

Policy Direction and Interagency Staff Involvement

None

Summary of Revenues and Expenditures

Summary Expenditures

Expenditures:

Salaries & Benefits	\$3,710,000
Overhead	\$0,000
Direct Costs	\$4,337,000
Consultants	\$660,000
Total	\$8,707,000

Budget Comparison:

Sept 20 Amended Supplemental FY 20-21	\$8,707,000
July 2020 Amended Supplemental FY 20-21	\$8,687,000

FTE Staffing Comparison:

Sept 20 Amended Supplemental FY 20-21	11.97
July 2020 Amended Supplemental FY 20-21	11.97

Summary of Consultants within Administrative Services

Sub-Task	Description of Work	Amount	Start Date	End Date
2	HR Support	\$ 78,409	Jul-2019	Jun-2021
2	Legal Support	\$ 156,818	Jul-2019	Jun-2021
2	Accounting Support	\$ 46,363	Jul-2019	Jun-2021
2	Continuity Planning	\$ 15,682	Jul-2019	Jun-2021
3	Network Support	\$ 94,091	Jul-2019	Jun-2021
3	Disaster Planning	\$ 20,909	Jul-2019	Jun-2021
5	Boardroom A/V System Replacement	\$ 250,000	TBD	
	Total Funded Contracts	\$ 762,272		
	Total Consultant Costs	\$ 762,272		



Appendix A

Puget Sound Regional Council Committee Structure

PSRC Organization Resolution

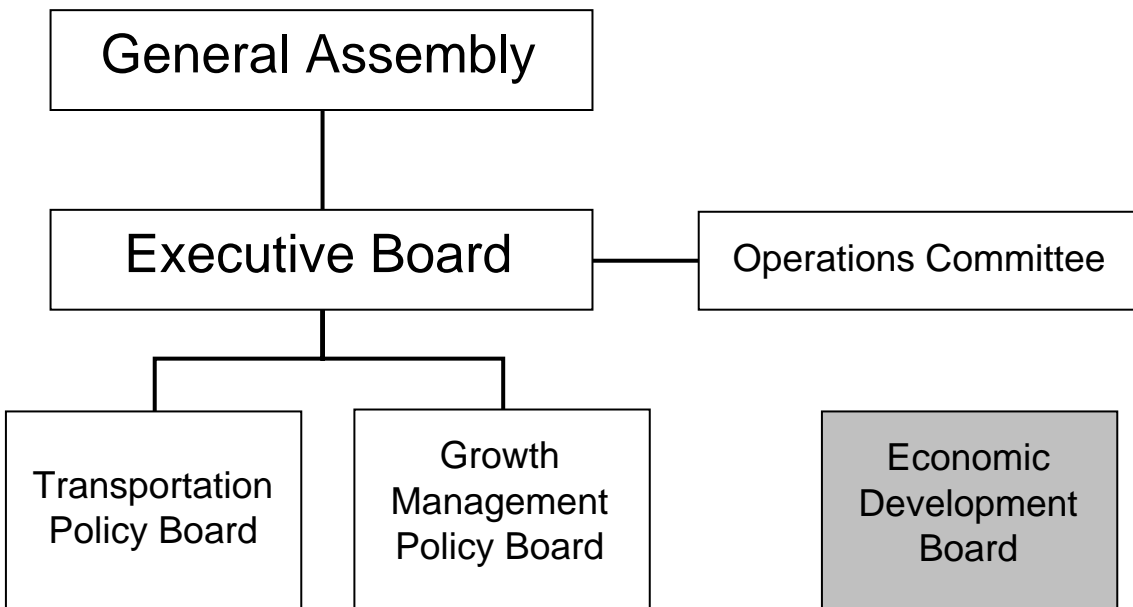
PSRC Organization Chart

Position Summary Schedule



Puget Sound Regional Council

Committee Structure





RESOLUTION NO. PSRC-EB-2015-01

**A RESOLUTION of the Puget Sound Regional Council
Confirming the Council's Organizational Status**

WHEREAS, a regional planning agency now known as the Puget Sound Regional Council (PSRC) was organized in 1956 as the "Puget Sound Regional Planning Conference" by resolution of King, Kitsap, Pierce and Snohomish Counties. The entity changed its name to the "Puget Sound Governmental Conference" in 1958. Several cities within those counties soon joined the entity, which in 1965 was reorganized consistent with changes in state law. In 1975 it was again reorganized as the "Puget Sound Council of Governments," and in 1991 as the "Puget Sound Regional Council." In 1993 the current "Interlocal Agreement for Regional Planning in the Central Puget Sound Area" was executed.

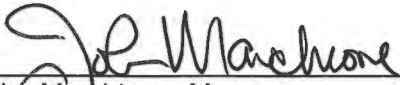
WHEREAS, because of the various formal arrangements under which the PSRC has operated for nearly sixty years, and because of the variety of tasks the PSRC performs under applicable law, it is appropriate to confirm the PSRC's multiple sources of legal authority and responsibilities.

NOW THEREFORE BE IT RESOLVED that the Puget Sound Regional Council confirms that it draws its membership, exercises its authority, and carries out its responsibilities pursuant to a variety of statutes, including without limitation:


1. Chapter 39.34 RCW (Interlocal Cooperation Act);
2. RCW 36.64.080-.110 (Joint Governmental Activities);
3. RCW 36.70.060 (Regional Planning Commissions);
4. Chapter 47.80 RCW (Regional Transportation Planning Organizations);
5. Chapter 36.70A RCW (Growth Management Act);
6. RCW 36.01.085 (County Economic Development Activities)
7. RCW 35.21.703 (City Economic Development Activities);
8. 23 U.S.C. §§134-135 (Metropolitan Planning Organizations);
9. RCW 35.21.660-670, RCW 35A.35.020 (Model Cities);
10. RCW 35.21.730-.755 (Federally-assisted Programs, Projects, and Activities); and
11. RCW 35.63.070 (Regional Planning Commissions)
12. 42 USC 3121, 42 USC 3211; 13 CFR 302 & 304 (Public Works and Economic Development Act of 1965)

BE IT FURTHER RESOLVED that all acts of the Puget Sound Regional Council, its officers, and employees consistent with the provisions of this resolution are ratified and confirmed.

ADOPTED by the Executive Board this 23 day of July, 2015.

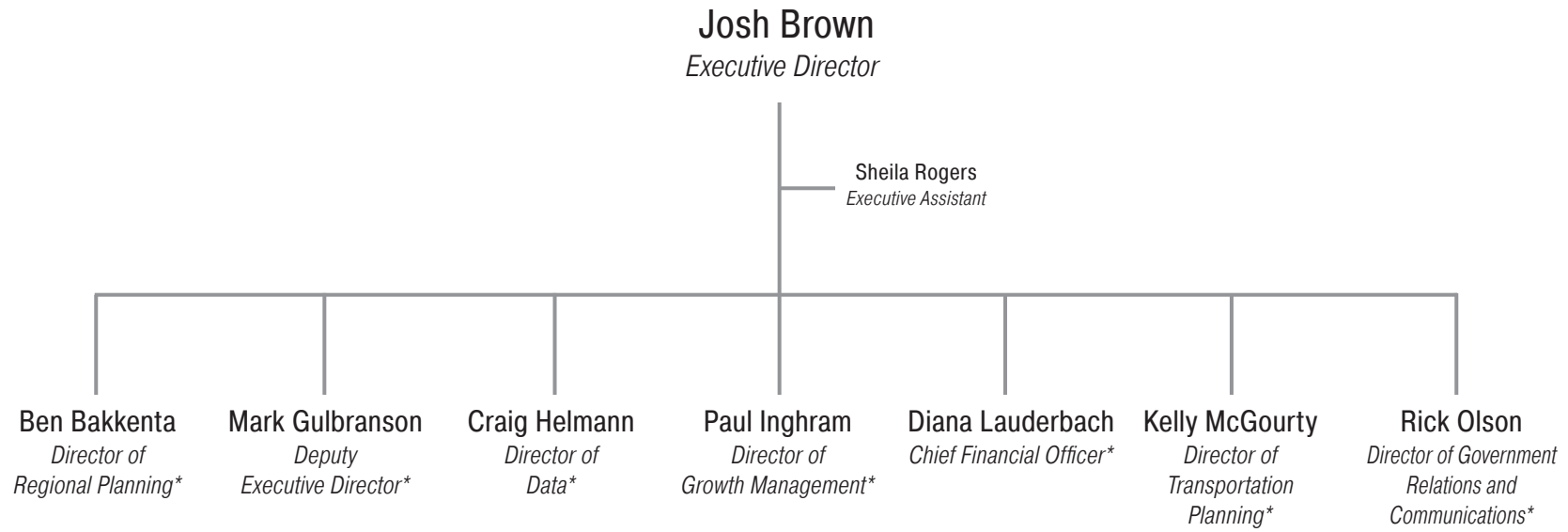


John Marchione, Mayor
City of Redmond
President, Puget Sound Regional Council

ATTEST: 

Josh Brown, Executive Director

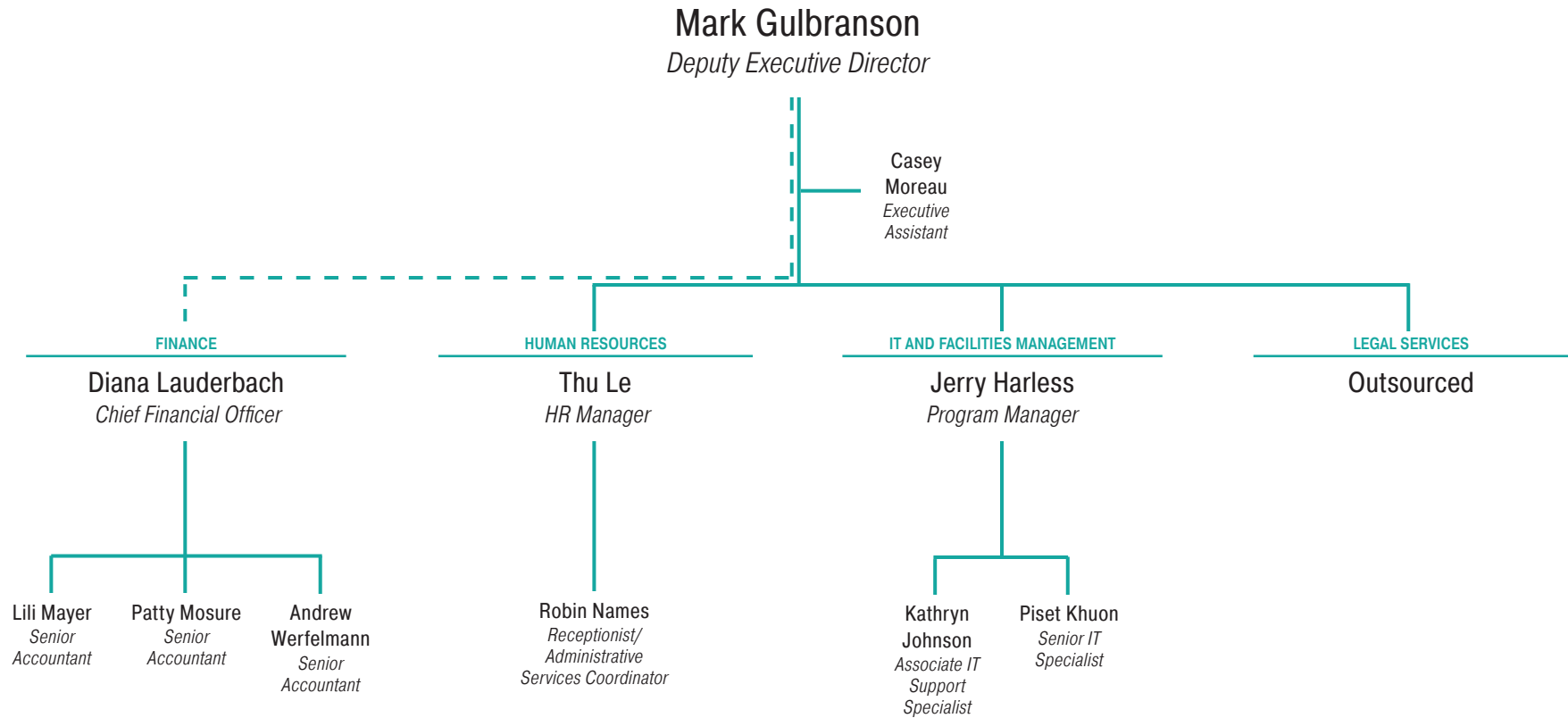
Management Team



FTE = 2

* Counted in other department
Appendix A
FY2020-2021 Budget and Work Program

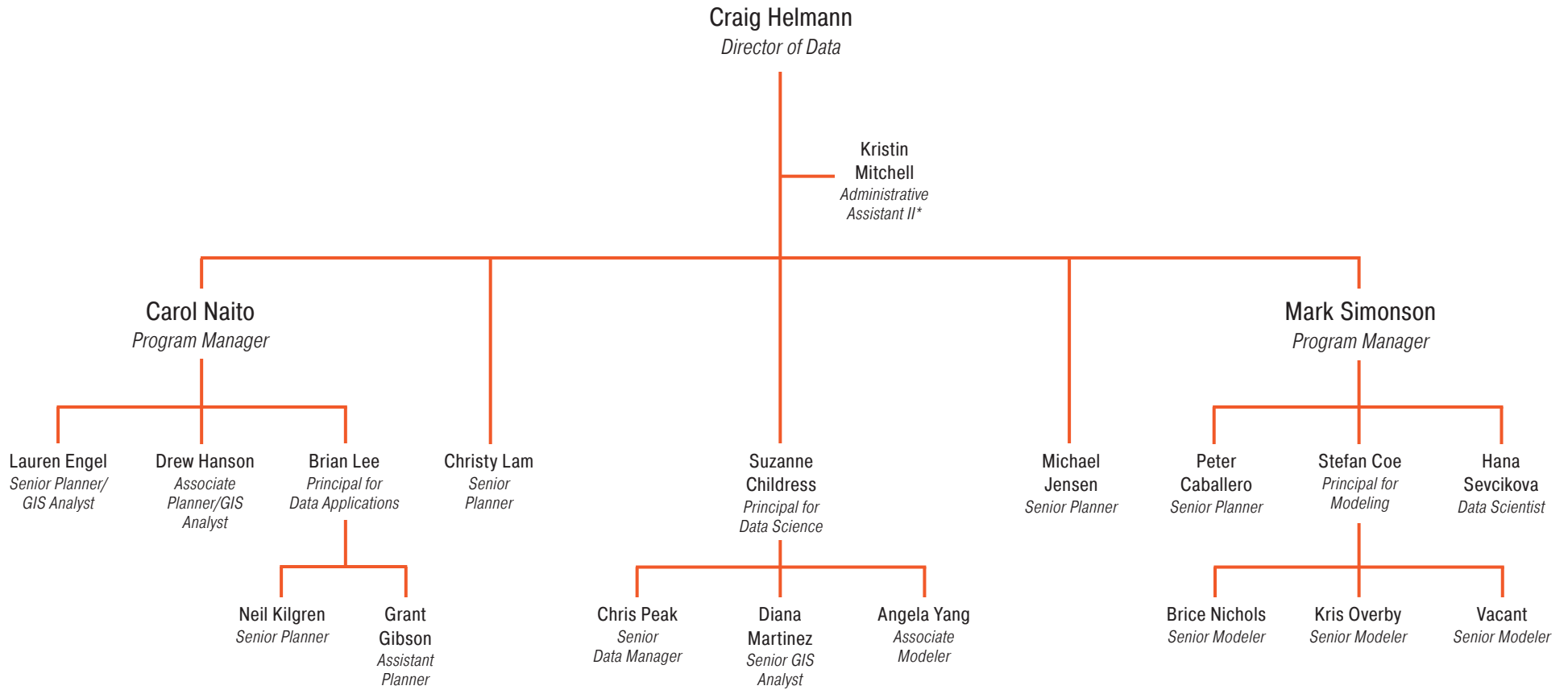
Administrative Services



FTE = 11

--- indirect report
Appendix A
FY2020-2021 Budget and Work Program

Data



FTE = 15

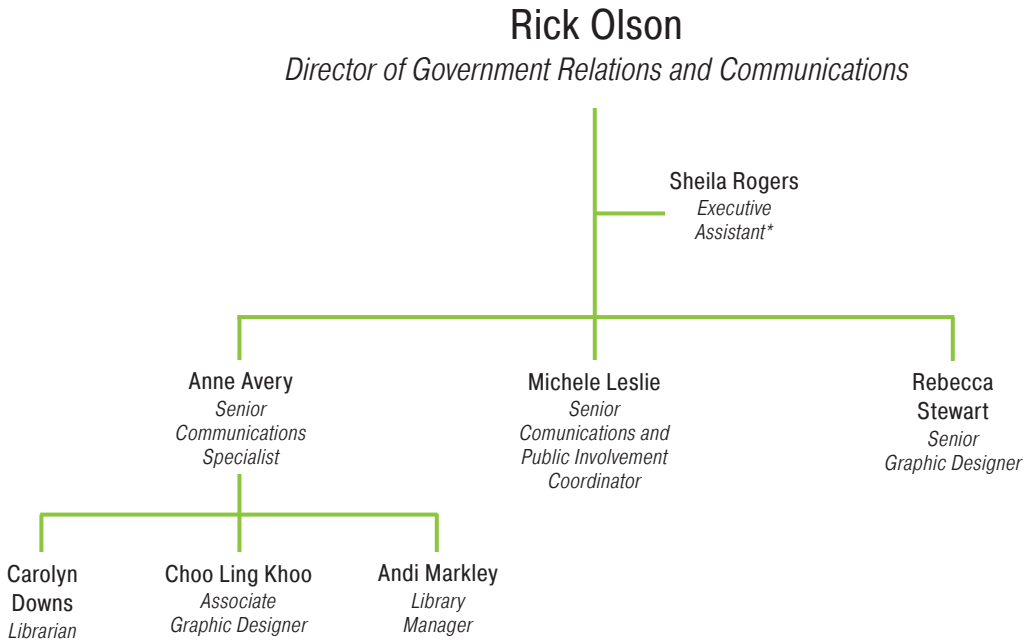
Part-Time = 4

* Counted in other department

Appendix A

FY2020-2021 Budget and Work Program

Communications

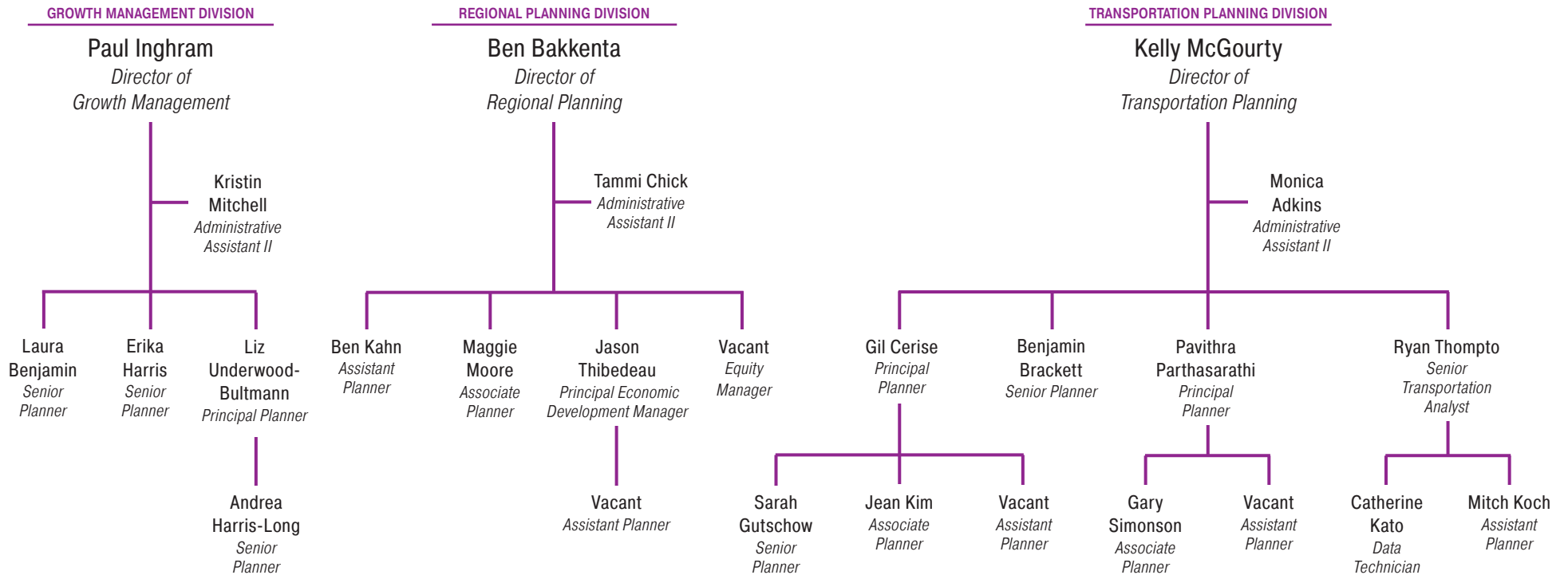


FTE = 8

* Counted in other department
Appendix A
FY2020-2021 Budget and Work Program



Planning



Position Summary Schedule

Position	2016-2017 Budget	2018-2019 Budget	2020-2021 Budget
Planning			
Administrative Assistant	2.5	1.7	-
Administrative Assistant II	-	0.7	2.4
Assistant Planner	2.5	1.0	2.0
Associate Economic Policy Analyst	-	0.3	-
Associate Planner	3.5	4.0	4.0
Associate Planner/GIS Analyst	-	0.5	-
Data Technician	0.5	1.0	1.0
Director of Government Relations & Communications	-	-	0.1
Director of Growth Management	-	-	1.0
Director of Regional Planning	1.0	0.1	1.0
Director of Transportation Planning	-	-	1.0
Executive Assistant	1.0	1.0	0.3
Executive Director	-	-	0.4
Principal Economic Development Manager	-	0.3	0.3
Principal Planner	4.5	5.0	4.0
Program Manager	4.0	0.1	-
Senior Air Quality Modeler	1.0	1.0	-
Senior Data Manager	1.0	1.0	-
Senior Economic Policy Analyst	-	-	0.4
Senior Planner	5.5	7.0	7.0
Senior Program Manager	-	3.0	-
Senior Transit Planner	1.0	-	-
Senior Transportation Analyst	-	-	1.0
Total	28.0	27.6	25.9
Economic Development District			
Administrative Assistant II	0.8	0.1	0.1
Assistant Economic Policy Analyst	1.0	-	-
Principal Economic Development Manager	0.5	0.7	0.5
Program Manager	0.5	-	-
Senior Economic Development Specialist	0.6	0.7	-
Senior Economic Policy Analyst	-	-	0.6
Senior Economic Policy Specialist	0.5	-	-
Total	3.9	1.5	1.2
Data			
Administrative Assistant	-	0.3	-
Administrative Assistant II	1.0	-	0.3
Associate GIS Analyst	1.0	1.0	-
Assistant Planner	1.0	1.0	-
Associate Modeler	1.0	2.0	1.0
Associate Planner	0.5	-	-
Associate Planner/GIS Analyst	-	-	1.0
Data Scientist	-	-	0.5
Data Systems Technical Expert	1.0	0.5	-
Director of Data	1.0	1.0	1.0
Principal Modeler	1.0	1.0	2.0
Principal Planner	-	0.8	1.0
Principal GIS Analyst	-	1.0	-
Program Manager	2.8	1.8	1.8
Senior GIS Analyst	1.2	0.1	0.1

Senior Data Manager	-	-	1.0
Senior Modeler	2.0	2.0	3.0
Senior Planner	4.0	5.0	5.0
Senior Planner/GIS Analyst	1.0	1.0	1.0
Senior Program Manager	-	1.0	-
Total	18.5	18.3	18.7

Council Support

Administrative Assistant II	1.0	0.6	0.2
Associate Planner	0.1	0.1	-
Chief Financial Officer	-	-	0.3
Deputy Executive Director	0.5	0.5	0.5
Director of Government Relations & Communications	-	-	-
EDD Program Manager	-	-	-
Executive Assistant	0.5	0.5	0.8
Executive Director	0.6	0.6	0.3
Graphic Designer	-	-	0.4
Principal Economic Development Manager	-	0.1	0.2
Principal Planner	-	0.2	-
Program Manager	1.0	1.0	-
Senior Economic Policy Analyst	-	-	0.1
Senior Graphics Designer	0.5	0.5	0.4
Senior Planner	0.1	0.1	-
Total	4.3	3.9	3.3

Communications

Director of Government Relations & Communications	1.0	1.0	0.9
Graphic Designer	-	-	0.4
Digital Communications Librarian	-	-	0.4
Library Manager	-	-	0.4
Senior Communications & Public Involvement Coordinator	1.0	1.0	1.0
Senior Communications Specialist	0.8	0.8	1.0
Senior Graphic Designer	0.5	0.5	0.4
Total	3.3	3.3	4.5

Administrative Services

Accountant	3.0	3.0	3.0
Accounting Assistant	-	-	-
Accounting Manager	1.0	-	1.0
Administrative Assistant	1.0	-	-
Administrative Assistant II	-	0.7	-
Assistant IT Support Specialist	1.0	1.0	1.0
Chief Financial Officer	1.0	1.0	0.7
Deputy Executive Director	0.5	0.5	0.5
Executive Assistant	-	0.5	0.8
Executive Director	0.5	0.4	0.3
Graphic Designer	-	-	0.2
HR Manager	1.0	1.0	1.0
IT & Facilities Manager	1.0	1.0	1.0
Digital Communications Librarian	1.0	1.0	0.6
Library Manager	1.0	1.0	0.6
Receptionist/Administrative Services Coordinator	1.0	1.0	1.0
Senior Graphics Designer	1.0	1.0	0.2
Senior IT Specialist	1.0	1.0	1.0
Total	15.0	14.1	13.0

PSRC Total	73.0	68.7	66.5
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Appendix B

Puget Sound Regional Council FY2018 and FY2019 Dues Assessment

PSRC Financial & Budgetary Policies

FTA FY2017 Cost Allocation Plan Review Approval

PSRC FY2019 Cost Allocation Plan

**COMBINED PSRC AND CPSEDD
DUES FOR FY2020-2021**

	Actual FY2020			Estimated FY2021			FY20-21 Total
	PSRC FY2020 DUES	*CPSEDD FY2020 DUES	Total FY2020 Dues	PSRC FY2021 DUES	*CPSEDD FY2021 DUES	Total FY2021 Dues	Total FY2020-2021 Dues
UNINCORPORATED COUNTIES							
King	85,525	7,507	93,032	85,525	7,507	93,032	186,064
Kitsap	50,732	4,453	55,185	50,732	4,453	55,185	110,370
Pierce	116,198	10,199	126,397	116,198	10,199	126,397	252,794
Snohomish	112,674	9,890	122,564	112,674	9,890	122,564	245,128
TOTAL COUNTIES	365,129	32,049	397,178	365,129	32,049	397,178	794,356
CITY MEMBERSHIPS							
Algona	623	55	678	623	55	678	1,356
Arlington	5,864	515	6,379	5,862	515	6,377	12,756
Auburn*	24,216	2,126	26,342	24,211	2,125	26,336	52,678
Bainbridge Island	11,474	1,007	12,481	11,471	1,007	12,478	24,959
Beaux Arts	224	20	244	224	20	244	488
Bellevue	80,821	7,094	87,915	80,805	7,092	87,897	175,812
Black Diamond	1,540	135	1,675	1,540	135	1,675	3,350
Bonney Lake	6,271	550	6,821	6,269	550	6,819	13,640
Bothell*	17,975	1,578	19,553	17,971	1,577	19,548	39,101
Bremerton	10,537	925	11,462	10,534	925	11,459	22,921
Buckley	1,371	120	1,491	1,370	120	1,490	2,981
Burien	15,451	1,356	16,807	15,448	1,356	16,804	33,611
Carnation**	0	0	0	623	55	678	678
Clyde Hill	623	55	678	623	55	678	1,356
Covington	5,936	521	6,457	5,935	521	6,456	12,913
Darrington	371	33	404	370	33	403	807
Des Moines	9,306	817	10,123	9,303	817	10,120	20,243
Du Pont	2,992	263	3,255	2,991	263	3,254	6,509
Duvall	2,516	221	2,737	2,515	221	2,736	5,473
Eatonville	623	55	678	623	55	678	1,356
Edgewood	3,557	312	3,869	3,556	312	3,868	7,737
Edmonds	16,152	1,418	17,570	16,148	1,417	17,565	35,135
Enumclaw	3,489	306	3,795	3,488	306	3,794	7,589
Everett	35,510	3,117	38,627	35,501	3,116	38,617	77,244
Federal Way	27,050	2,374	29,424	27,043	2,374	29,417	58,841
Fife	3,948	346	4,294	3,947	346	4,293	8,587
Fircrest	1,971	173	2,144	1,971	173	2,144	4,288
Gig Harbor	4,408	387	4,795	4,407	387	4,794	9,589
Granite Falls	623	55	678	623	55	678	1,356
Hunts Point	623	55	678	623	55	678	1,356
Issaquah	16,473	1,446	17,919	16,470	1,446	17,916	35,835
Kenmore	8,273	726	8,999	8,271	726	8,997	17,996
Kent	40,633	3,566	44,199	40,624	3,566	44,190	88,389
Kirkland	40,794	3,581	44,375	40,786	3,580	44,366	88,741
Lake Forest Pk	5,108	448	5,556	5,107	448	5,555	11,111
Lake Stevens	9,555	839	10,394	9,552	838	10,390	20,784
Lakewood	16,481	1,447	17,928	16,477	1,446	17,923	35,851
Lynnwood	12,981	1,139	14,120	12,978	1,139	14,117	28,237
Maple Valley	8,151	715	8,866	8,149	715	8,864	17,730
Marysville	18,825	1,652	20,477	18,820	1,652	20,472	40,949
Medina	653	55	708	623	55	678	1,386
Mercer Island	16,776	1,472	18,248	16,773	1,472	18,245	36,493
Mill Creek	7,156	628	7,784	7,154	628	7,782	15,566
Milton*	2,208	194	2,402	2,208	194	2,402	4,804
Monroe	5,625	494	6,119	5,624	494	6,118	12,237
Mountlake Terrace	6,655	584	7,239	6,653	584	7,237	14,476
Mukilteo	8,138	714	8,852	8,136	714	8,850	17,702
Newcastle	5,281	464	5,745	5,280	463	5,743	11,488
Normandy Park	2,634	231	2,865	2,633	231	2,864	5,729
North Bend	2,480	218	2,698	2,480	218	2,698	5,396
Orting	2,174	191	2,365	2,174	191	2,365	4,730
Pacific*	1,909	168	2,077	1,908	167	2,075	4,152
Port Orchard	4,126	362	4,488	4,125	362	4,487	8,975
Poulsbo	3,575	314	3,889	3,574	314	3,888	7,777
Puyallup	12,694	1,114	13,808	12,691	1,114	13,805	27,613
Redmond	31,822	2,793	34,615	31,815	2,792	34,607	69,222
Renton	34,832	3,057	37,889	34,824	3,057	37,881	75,770
Roy**	0	0	0	205	18	223	223

**COMBINED PSRC AND CPSEDD
DUES FOR FY2020-2021**

	Actual FY2020			Estimated FY2021			FY20-21 Total
	PSRC FY2020 DUES	*CPSEDD FY2020 DUES	Total FY2020 Dues	PSRC FY2021 DUES	*CPSEDD FY2021 DUES	Total FY2021 Dues	Total FY2020-2021 Dues
Ruston	421	37	458	421	37	458	916
Sammamish	27,424	2,407	29,831	27,418	2,407	29,825	59,656
SeaTac	10,875	955	11,830	10,873	954	11,827	23,657
Seattle	340,156	29,856	370,012	339,407	29,712	369,119	739,131
Shoreline	19,287	1,693	20,980	19,283	1,768	21,051	42,031
Skykomish	62	5	67	62	5	67	134
Snohomish	3,158	277	3,435	3,158	277	3,435	6,870
Snoqualmie	5,367	471	5,838	5,366	471	5,837	11,675
Stanwood	2,056	180	2,236	2,056	180	2,236	4,472
Steilacoom	1,948	171	2,119	1,947	171	2,118	4,237
Sultan	1,349	118	1,467	1,349	118	1,467	2,934
Sumner	4,398	386	4,784	4,397	386	4,783	9,567
Tacoma	60,081	5,273	65,354	60,066	5,272	65,338	130,692
Tukwila	9,380	823	10,203	9,378	823	10,201	20,404
University Place	9,474	832	10,306	9,472	831	10,303	20,609
Wilkeson**	0	0	0	128	11	139	139
Woodinville	5,739	504	6,243	5,738	504	6,242	12,485
Woodway	623	55	678	623	55	678	1,356
Yarrow Point	623	55	678	623	55	678	1,356
TOTAL CITIES	1,124,497	98,699	1,223,197	1,124,497	98,699	1,223,196	2,446,393
INDIAN TRIBE MEMBERS*							
The Suquamish Tribe	623	55	678	623	55	678	1,356
Muckleshoot Indian Tribal Council	623	55	678	623	55	678	1,356
Puyallup Tribe of Indians	623	55	678	623	55	678	1,356
Tulalip Tribes	623	55	678	623	55	678	1,356
TOTAL INDIAN MEMBERS	2,492	220	2,712	2,492	220	2,712	5,425
TOTAL COUNTY, CITIES & INDIAN TRIBE MEMBERS	1,492,117	130,968	1,623,087	1,492,118	130,968	1,623,086	3,246,174
ASSOCIATE MEMBERS							
Island County	623	-	623	623	-	623	1,246
Puget Sound Partnership	623	55	678	623	55	678	1,356
Port of Edmonds	623	55	678	623	55	678	1,356
The Snoqualmie Tribe	623	55	678	623	55	678	1,356
Thurston Regional Planning Council	623	55	678	623	55	678	1,356
University of Washington	623	55	678	623	55	678	1,356
Alderwood Water & Wastewater District	623	55	678	623	55	678	1,356
Washington State University	623	55	678	623	55	678	1,356
Cascade Water Alliance**	-	-	-	623	55	678	678
TOTAL ASSOCIATE MEMBERS	4,984	386	5,370	5,607	441	6,048	11,417
STATUTORY MEMBERS							
Port of Bremerton	5,126	450	5,576	5,126	450	5,576	11,153
Port of Seattle	77,657	6,819	84,476	77,657	6,819	84,476	168,952
Port of Tacoma	46,596	4,091	50,688	46,596	4,091	50,688	101,375
Port of Everett	15,531	1,363	16,895	15,531	1,363	16,895	33,790
State Transp. Commission	7,767	681	8,448	7,767	681	8,448	16,896
TOTAL STATUTORY MEMBERS	152,677	13,406	166,083	152,677	13,406	166,083	332,166
TOTAL DUES	1,649,778	144,760	1,794,540	1,650,402	144,815	1,795,217	3,589,756

Dues are calculated annually based on the most recent OFM population, and assessed values.
The amounts listed above are merely estimates and are not guaranteed.

Note: As stated in our Financial and Budgetary Policies "Each biennium, while developing the revenue and expenditure assumptions for the next biennial budget and work program, PSRC will reassess the need for a dues increase."

This budget provides for a 4% increase for Fiscal Year 2020 & no increase for Fiscal Year 2021.

*EDD membership dues have been collected from PSRC membership since 2005 to support Economic Development function.

**New members joined in FY2020. Dues will be assessed beginning FY2021.

**PUGET SOUND REGIONAL COUNCIL
TRANSIT OPERATORS DUES ASSESSMENT
FOR THE FISCAL YEARS 2020-2021**

Transit Operator	Actual FY2020 Dues	Estimated FY2021 Dues	FY 2020-2021 Total Dues
Sound Transit**	240,997	240,997	481,994
King County-Metro Transit***	169,853	169,853	339,706
Pierce Transit*	43,449	43,449	86,898
Community Transit*	45,624	45,624	91,248
Everett Transit****	8,530	8,530	17,060
Kitsap Transit*	20,607	20,607	41,214
Total Transit Dues	529,060	529,060	1,058,120

Dues are calculated annually based on the service population.

*Source: OFM.WA.GOV - Population - Special Area - 2019 Population Estimates of Public Transportation Benefit Area

**Source: Sound Transit - as agreed by Transit Operators Committee February 2017

***Source: OFM.WA.GOV - Population - April 1, 2019 Population of cities, towns, and counties - King County

****Source: OFM.WA.GOV - Population - April 1, 2019 Population of cities, towns, and counties - City of Everett

Note: As stated in our Financial and Budgetary Policies "Each biennium, while developing the revenue and expenditure assumptions for the next biennial budget and work program, PSRC will reassess the need for a dues increase." This budget provides for a 4% increase for Fiscal Year 2020 & no increase for Fiscal Year 2021.

Actual Dues may vary based on future updates to population information.

PSRC FINANCIAL & BUDGETARY POLICIES

The following financial and budgetary policies were developed to guide and inform decision making, and related administrative procedures and practices. These policies will be incorporated into the Biennial Budget and Work Program and will be reviewed and updated every two years by the Operations Committee during the budget development process, or as necessary.

PSRC exercises its authority and carries out its responsibilities pursuant to a variety of statutes per Resolution No. PSRC-EB-2015-01, adopted July 23, 2015 (Appendix A-2).

FINANCIAL & BUDGETARY PLANNING POLICIES

1. **Balanced Budget Policy**

PSRC is committed to a balanced budget and will maintain a balanced budget over the two-year period of the Biennial Budget and Work Program. This means that operating revenues must fully cover operating expenditures.

2. **Budgeted Carryover**

Awarded grant revenues that were not expended in the biennium will be carried over into the next biennium. The local funds required to match the remaining grant would also be carried over into the next biennium. Project progress will be monitored by quarterly progress meetings as described in the Operating Expenditure Accountability policy.

3. **Budgetary Authority**

Two levels of budgetary authority exist to amend budgetary amounts within the corresponding three levels of budgetary classifications of Task, Work Elements, and Functions within the Biennial Budget and Work Program:

- Program Managers will have the flexibility to transfer budgetary amounts from one task to another within a Work Element.
- Directors will have the authority to transfer budgetary amounts between Work Elements provided that the amount transferred does not exceed 10% of the total biennial budget.
- The Executive Board's approval will be required to transfer budgetary amounts between Work Elements when the amount exceeds 10% of the biennial total budget.

4. **Budget Development, Adoption and Amendment**

The Operations Committee has primary responsibility for the development and maintenance of the biennial budget and work program. Every two years a biennial budget is prepared with the option of a supplemental budget after the first year. The Operations Committee recommends budgets and budget amendments to the Executive Board for approval. The General Assembly meets annually in the spring and votes to adopt the approved biennial budget or supplemental budget.

Budget amendments: A budget amendment is needed for a major revision to the budget and work program that involves either the addition or deletion of a major work task; the addition or deletion of a new funding source; or any transfer of funds within the budget that exceeds 10% of the overall budget. Budget amendments require Executive Board approval.

Administrative budget modifications: Administrative budget modifications include minor changes to the funding of a previously- included work task; or minor changes (less than 10% of total budget amount) to a previously included funding amounts. Administrative budget modifications do not require Operations Committee review or Executive Board approval.

5. Unified Planning Work Program Amendments (UPWP)

Washington State Department of Transportation (WSDOT) tracks all amendments to the UPWP. Budget amendments that do not exceed 10% of the total budget may be amended without approval by WSDOT. All other budget amendments, including those that add new sources of funding and new scopes of work, must be included in an UPWP amendment request sent to WSDOT, Federal Highway Administration and Federal Transit Administration for approval before funds can be spent.

6. Long Range Financial Planning

PSRC will assess the long term financial implications of changes to our current or proposed budget. PSRC will develop and maintain a six-year financial plan and project a long-term revenue and expenditure forecast of proposed changes. The six-year financial plan will serve as a forecast of likely financial outcomes of our proposed workplan.

7. Assets

a. Inventory

Accounting is responsible for maintaining records for all assets (capital and small and attractive assets) belonging to the Puget Sound Regional Council.

- Capital assets are any asset such as computers, office equipment and software systems, with a unit cost greater than \$5,000 and an estimated useful life in excess of two years. Capital assets are recorded at cost and depreciated or amortized on the straight-line method over the estimated useful life of the asset.
- A small and attractive asset is any asset with a unit cost of more than \$300 and less than \$5,000, excluding furniture, but may include smart phones, laptop computers, photographic equipment, etc. Small and attractive assets are inventoried for physical and accounting control, but not capitalized.
- Finance staff, with the help of IT staff, will inventory and assess the condition of all capital assets annually. Information recorded about assets may include description, location, physical dimension, condition, warranties, maintenance history, estimated replacement cost, usage statistics (mileage), book value, original useful life and remaining useful life. Assets will also be evaluated periodically to determine if they still provide the most appropriate method to deliver services.
- Upon completion of the annual inventory, a list of assets that need replacement will be proposed by the chief Financial Officer and presented for approval by the Executive Director or his/her designee. Procurement for asset replacement(s) will follow PSRC's Purchasing Policies.
- The biennial budget will anticipate the need for asset replacements and provide ample budget within the depreciation line item of the indirect cost budget to cover the cost of replacing obsolete assets.

b. Lost or Stolen Property

It is PSRC's duty to immediately report any known or suspected loss of public funds or assets or illegal activities (RCW 43.09.185). If, after a thorough search, an asset is determined to be lost or stolen, it will be reported immediately to the

Chief Financial Officer (CFO). The CFO will report the loss to the State Auditor's Office. For more information on reporting known or suspected losses, refer to the SAO website at <http://www.sao.wa.gov>.

REVENUE POLICIES

1. Revenue Diversification & Stabilization

PSRC encourages diversification of revenue sources by seeking funding opportunities that contribute to accomplishing the Budget and Work Program and fulfill the mission of PSRC. Diversified sources of revenue enhance agency stabilization and allow PSRC to handle fluctuation in any one revenue source.

2. Membership Dues

PSRC and Central Puget Sound Economic Development District (EDD) assess dues to membership annually. Revenue from membership dues is used to provide match funds for Federal and State grants and to support the agency Work Program.

PSRC and EDD dues are invoiced annually to each member on a single combined invoice. Each biennium, while developing the revenue and expenditure assumptions for the next biennial budget and work program, PSRC will reassess the need for a dues increase.

3. Use of Project Specific Revenues

Project specific revenues will support project specific expenditures as well as the appropriate overhead cost.

4. Use of Unpredictable Revenues

For budgeting purposes, revenues shall be estimated conservatively. Highly likely but uncertain revenue sources will be classified as anticipated. The expenditures associated with these anticipated revenues will be shown in the budget as encumbered until the anticipated revenues are secured.

EXPENDITURE POLICIES

1. Debt Capacity

Use of debt requires authorization of the Operations Committee and Executive Board. PSRC may use short-term debt, with a term of three years or less, to cover cash flow shortages that may be caused by a temporary delay in receiving federal and or state grant reimbursements.

The use of long term debt, with a term of more than three years, may be considered on a case-by-case basis subject to approval by the Executive Board.

2. Reserve Account

A reserve fund amount will be budgeted every two years to provide for unanticipated expenditures of a nonrecurring nature and/or to meet unexpected increases in costs or decreases in revenue.

PSRC will maintain a reserve fund balance of between one and three months of projected expenditures. A target reserve fund balance of two months of operating expenditures is recommended. If PSRC falls below the recommended reserve fund

balance then any excess year-end local funds will be used to build or replenish the reserve fund.

a. Authorization of Use of Reserve Funds

Reserve funds can be authorized for use in either a non-emergency or emergency situation.

Authorization of reserve funds in a non-emergency situation will be approved by the Operations Committee and Executive Board. A non-emergency situation can include, but is not limited to temporary revenue shortfalls, temporary cash flow shortfalls or unpredicted one-time expenditures.

Either the PSRC Executive Board President or Vice President may determine if an emergency situation exists and authorize the Executive Director or their designated representative to use reserve funds to provide continuity of business. Use of reserve funds for an emergency shall not exceed more than 50% of total reserve funds. An emergency is generally considered to be an event or set of circumstances—natural, technological, or human-caused—that requires a response to protect life or property, or results in loss of life or property (e.g., earthquakes, severe weather, flood or water damage, fire, tsunamis, public health and medical emergencies, and other occurrences requiring an emergency response).

Following an emergency, financial staff will complete a financial reconciliation report of emergency funds expended for review by the Operations Committee.

3. Operating Expenditure Accountability

To help project managers stay on time and under budget with their projects, monthly budget-to-actual, grant status, and contract status reports are produced by finance and distributed to directors, program managers and project managers. Quarterly meetings between financial management and program management ensure that project progress is monitored and operating expenditures are consistent with revenues. Budget adjustments are made as necessary.

AMENDMENTS

Approved by the Operations Committee December 4, 2014
Adopted by the General Assembly April 30, 2015
Amended by the Operations Committee December, 2016
Administratively Amended May, 2017



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

February 15, 2018

Diana Lauderbach
Chief Financial Officer
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

RE: 2017 Cost Allocation Plan
Puget Sound Regional Council

Dear Ms. Lauderbach:

This letter concludes the Federal Transit Administration (FTA) review of the 2016-2017 Cost Allocation Plan submitted by the Puget Sound Regional Council (PSRC). FTA understands that the submitted Cost Allocation Plan is the second such plan submitted by Metro for Federal approval following a change in PSRC's rate type to a "fixed with carryforward" rate. For the review, PSRC identified FTA as its "cognizant agency" – which is the Federal agency responsible for reviewing, negotiating, and approving cost allocation plans and indirect cost rate proposals on behalf of all Federal agencies.

FTA contracted with TFC Consulting, Inc (TFC) to complete the review. A copy of the Final Report dated January 9, 2018 is enclosed. Based on the results of the review, FTA accepts the recommendation of the TFC, and hereby approves the following rate for PSRC:

Type	Effective	Base	Indirect Cost Rate
Fixed	1/1/2017 – 12/31/2017	Direct Salaries and Wages	53.73%

TFC consulting conducted its review during the summer and fall of 2017. The approved rate is based on actual costs for the fiscal year ending June 30 2015, and would be applied in the period ending June 30, 2017. Differences between the applied rate and the actual costs of the period covered by that rate are treated as a carried forward adjustment to the rate computation for the subsequent period.

In accordance with FTA Circular 5010.1E, each year's Cost Allocation Plan (CAP) and/or Indirect Cost Rate Proposal (ICRP) shall be updated and made available to the agency's

independent auditor at the annual audit. Note that Appendix F of FTA Circular 5010.1E requires that subsequent CAP/ICRPs be submitted to the cognizant Federal agency for approval when one or more of the following events occurs:

- The recipient has made a change in its accounting system that significantly impacts the previously approved Indirect Cost Rate Proposal and its basis of application.
- The recipient's proposed Indirect Cost Rate Proposal exceeds the rate(s) last approved by FTA by more than 20 percent.
- The recipient changes the Indirect Cost Rate Proposal methodology.
- The recipient is either a local governmental unit that receives more than \$35 million in direct federal funding or a non-profit entity. In accordance with 2 CFR part 200, these entities must submit their plan annually to their cognizant agency.

Prior to charging indirect costs to an FTA grant, a grant recipient must first have a CAP/ICRP approved by its cognizant agency, and any indirect costs must be specifically identified in the grant prior to grant approval. Thus, in order to seek FTA reimbursement for indirect costs, the following steps must occur: (1) the cognizant Federal agency approves the CAP/ICRP; (2) the approved CAP/ICRP is attached as part of the FTA electronic grant at the time of application; and (3) the proposed FTA grant application specifically identifies indirect costs as a grant expense (usually by identifying a specific activity line item in the budget).

If you have comments or questions regarding the enclosed report or indirect costs, please feel free to contact Scot Rastelli, FTA Transportation Program Specialist, at 206.220.7965.

Sincerely,

Susan Fletcher
Director of Operations and Program Management

Enclosure

cc: Andrew Werfelmann, PSRC
Jedediah Stancato, TFC Consulting, Inc.



Puget Sound Regional Council

June 12, 2019

Mrs. Linda Gehrke
Regional Administrator for Region 10
Federal Transit Administration – Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174

Dear Mrs. Gehrke,

Attached is the proposed indirect cost plan produced for review by the Federal Transit Administration. The rate is based on budgeted fiscal year 2020 indirect expenses and uses fixed rate with carryforward as a basis for the indirect cost plan.

The budgeted fiscal year 2020 benefit rate is 67.23% of salaries. The proposed indirect rate is 54.86% of direct labor costs.

Please also find the following attached for your review:

- Cost Allocation Rate Proposal
- An Organization Chart
- Fiscal Year 2018 Audited Financial Statements
- Proposal Reconciliation with FY 18 Financial Statements
- Certification of Conformance with 2 CFR 200

If you have any questions or concerns you may contact me at 206-464-5416 or dlauderbach@psrc.org.

Thank you,

Diana Lauderbach
Chief Financial Officer
Phone: 206-464-5416
Email: dlauderbach@psrc.org
Enclosure

INTRODUCTION

The Puget Sound Regional Council (PSRC) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties. As set forth in the interlocal agreement, the mission of the Regional Council is to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall

- Prepare, adopt and maintain goals, policies and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based upon local comprehensive plans of jurisdictions within the region;
- Ensure implementation in the region of the provisions of state and federal law which pertain to regional transportation planning and regional growth management.

The Regional Council is financed by a variety of federal, state and local agencies and jurisdictions. The basic sources of funding are the Federal Transit Administration, the Federal Highway Administration, Federal Aviation Administration, Washington State Department of Transportation, local transit agencies, and dues assessed to member jurisdictions.

PSRC develops its indirect cost plan based on the requirements of FTA Circular 5010.1E Appendix F "Cost Allocation Plans" and Appendix G "Indirect Cost Rate Proposals", 2 CFR 200 Appendix V "State/Local Government-wide Central Service Cost Allocation Plans", and 2 CFR 200 Appendix VII "States and Local Government and Indian Tribe Indirect Cost Proposals".

Methodology: PSRC will use a fixed indirect cost rate with carry forward. PSRC began using the fixed with carry forward method July 1, 2016. Before the adoption of 2 CFR 200, PSRC used a provisional rate with a reconciliation at year end to actual indirect costs. The new method of fixed with carry forward will present a more accurate allocation, while also limiting administrative efforts of updating the plan.

Cost Bases: PSRC charges indirect costs to its federal grants under the indirect cost plan. Indirect costs are defined as those costs incurred for a common or joint purpose benefitting more than one cost objective, and not readily assignable to the cost objectives specifically benefitted. These costs include, but are not limited to, rent, office supplies, office maintenance, hardware, software, and insurance. The cost base for indirect costs is total direct salaries and benefits.

PSRC also charges costs for support staff and benefits under the indirect cost plan. Support staff includes, but are not limited to Information Technology, Human Resources, Finance, and Administrative employee costs. PSRC's indirect cost plan has a benefits rate and an indirect cost rate. The cost base for benefits costs is total salaries.

As PSRC's proposed indirect rate of 54.86% does not exceed its previously approved 2017 rate of 53.73% by more than 20% PSRC will not submit the plan to FTA for approval but will be kept on file and made available to review as required.

**RECONCILIATION OF ALLOCATED DIRECT EMPLOYEE BENEFITS AND OH
VS PAID DIRECT EMPLOYEE BENEFITS
FOR THE YEAR ENDING JUNE 30, 2018**

Total Employee Benefits Incurred:

Employee Leave Benefits	913,603
Employee non-leave Benefits	2,240,094
Total Employee Benefits Incurred	\$ 3,153,697

2018 Actual Benefit Rate Calculation:

<u>Total Actual Benefits</u>	<u>3,153,697</u>	64.47%
Total Actual Salaries	4,891,779	

Total Direct Salaries	\$ 3,796,109
Total Allocated Direct Benefits (@ 61.10% of Total Direct Salaries)	2,319,423
Total Direct Salaries and Allocated Direct Benefits	<u>\$ 6,115,532</u>
Total Allocated Indirect Cost (@ 53.07% of Direct Salaries and Allocated Benefits (\$6,115,532 x 53.07%))	\$ 3,245,513
Less: Total Actual Net Indirect Cost for FY 2018	3,336,372
Allocated Indirect Cost less Actual Indirect Cost	\$ (90,860)

Total Allocated Direct Benefits	\$ 2,319,423
Less: Total Actual Direct Benefits	2,447,326
Allocated Direct Benefits less Actual Direct Benefits	\$ (127,902)

Allocated Indirect Cost and Direct Benefits	\$ (218,762)
--	---------------------

Indirect Salaries	1,095,670
Indirect Benefits	706,371
Indirect Costs	1,534,331
Total Indirect Incurred	\$ 3,336,372

2018 Actual Indirect Rate Calculation:

<u>Total Actual Indirect Costs</u>	<u>3,336,372</u>	53.44%
Total Direct Salaries/Benefits	6,243,435	

Note: FY 2018 Allocated Benefit Rate of 61.10% and Indirect Rate of 53.07% (Based on final Budget vs Actual Report for FY2018)

PUGET SOUND REGIONAL COUNCIL
BENEFIT RATE CALCULATION
FOR THE YEAR ENDING JUNE 30, 2020

FY 2020 Budgeted Benefits	\$ 3,625,642
FY 2020 Budgeted Direct Salaries	4,386,554
FY 2020 Budgeted Indirect Salaries	1,005,951
Total Salaries	<u>\$ 5,392,505</u>

BENEFIT RATE

<u>Total Benefits</u>	=	3,625,642	=	67.23%
Total Salaries		5,392,505		

PUGET SOUND REGIONAL COUNCIL
ESTIMATED FY 2020 BENEFIT COST

Benefit	2020 Budget
Fica/Medicare	\$ 468,371
State L&I	24,490
State Unemployment	36,735
Vacation/Personal Time	568,355
Excess comp	0
Sick leave	14,190
Floating holiday	46,305
Holiday	244,267
Bereavement/Other	10,384
State Retirement	787,965
PERS Admin Fee	12,000
ICMA	242,634
Medical /Vision Insurance	948,146
Dental Insurance	83,539
LTD	19,166
Life insurance	6,964
Long term care	3,854
STD	22,818
EAP/Misc	3,000
Jury duty	4,922
EE recog	500
Transportation Incentive	77,036
Total	<u><u>\$ 3,625,642</u></u>

PUGET SOUND REGIONAL COUNCIL
INDIRECT COST RATE CALCULATION
FOR THE YEAR ENDING JUNE 30, 2020

FY 2020 Budgeted Indirect Cost	\$ 4,024,309
FY 2020 Budgeted Direct Salaries	4,386,554
FY 2020 Budgeted Direct Benefits (Budgeted Salaries x Budgeted Benefit Rate)	2,949,080
Estimated FY 2020 Direct Salaries & Benefits	<u>\$ 7,335,634</u>

INDIRECT COST RATE

Total Indirect Cost	=	4,024,309	=	54.86%
Total Direct Salaries & Benefits		7,335,634		

PUGET SOUND REGIONAL COUNCIL
ESTIMATED FY 2020. INDIRECT COST BUDGET

Categories	2020 Budget
Indirect Salaries and Benefits	\$ 1,682,301
Other contract services	175,100
Accounting and auditing	51,466
legal services	77,250
Rent	993,242
Paper	5,150
Copier Expense	30,000
Graphics & Printing	5,000
Postage	5,000
Office Supplies	19,669
Records Storage	2,060
Maintenance & Repairs	20,000
Telephone	25,000
Furniture & fixtures	45,000
Delivery charges	250
Advertising	4,000
Conferences	5,000
Education & Training	40,000
Meetings	2,000
Professional Dues	6,000
Publications	4,000
Web Page	25,000
Equipment lease	16,780
Recruiting & Advertising	8,000
moving	1,000
Vehicle Parking & Fuel& maintenance	21,855
Data Acquisition	-
Miscellaneous	500
Hardware	30,000
Software	35,000
Hardware Maintenance	16,000
Software Maintenance	25,000
Teleconferencing	23,690
Internet	20,000
Computer Supplies	90,000
Cloud Services	6,000
Temporary Personnel	15,000
Insurance	49,173
Travel	15,000
Depreciation	50,000
FY2020 Total Indirect Costs	3,645,486
Plus: Estimated Cumulative Under Allocation as of 06/30/2018	378,824
Totals	<u><u>\$ 4,024,309</u></u>

**PUGET SOUND REGIONAL COUNCIL
SCHEDULE OF DIRECT AND INDIRECT COST
FOR THE YEAR ENDING JUNE 30, 2018**

Categories	Total Cost	Direct Cost	Indirect Cost
Salaries	\$ 4,891,779	\$ 3,796,109	\$ 1,095,670
Benefits	3,153,697	2,447,326	706,371
Total Salaries & Benefits	\$ 8,045,476	\$ 6,243,435	\$ 1,802,041
Other contract services	500,839	399,847	100,992
Accounting and auditing	28,195	0	28,195
legal services	38,930	0	38,930
Rent	955,393	0	955,393
Paper	2,814	0	2,814
Copier Expense	25,210	0	25,210
Graphics & Printing	10,413	5,411	5,002
Postage	1,477	0	1,477
Office Supplies	11,412	102	11,309
Records Storage	2,621	0	2,621
Maintenance & Repairs	3,351	0	3,351
Telephone	22,347	0	22,347
Furniture & fixtures	9,033	0	9,033
Delivery charges	33	33	0
Advertising	1,322	779	543
Conferences	21,749	19,709	2,040
Education & Training	14,139	0	14,139
Meetings	36,284	36,224	60
Professional Dues	9,222	4,150	5,072
Publications	2,847	177	2,670
Web Page	33,084	0	33,084
Equipment lease	16,779	0	16,779
Recruiting & Advertising	3,956	0	3,956
moving	0	0	0
Vehicle & Parking	15,444	0	15,444
Data Acquisition	10,260	10,260	0
Miscellaneous	19	0	19
Hardware	10,493	0	10,493
Software	303,940	275,250	28,690
Hardware Maintenance	19,712	0	19,712
Software Maintenance	63,690	45,134	18,556
Teleconferencing	21,970	0	21,970
Internet	13,939	0	13,939
Computer Supplies	3,152	0	3,152
Cloud Services	23,907	0	23,907
Temporary Personnel	55,524	52,651	2,874
Insurance	45,051	1,383	43,668
Travel	41,650	31,112	10,539
Depreciation	36,352	0	36,352
Totals	\$ 2,380,201	\$ 882,221	\$ 1,534,331
Total Actual Net Indirect Cost for FY 2018			3,336,372

Total Indirect Cost Collected :

(Direct Salaries + Allocated Benefits) x Indirect Rate	\$ 3,245,513
Total Allocated Indirect Cost less Actual Net Indirect Cost	\$ (90,860)
Total Allocated Direct Employee Benefits less Direct Employee Benefits Paid	\$ (127,902)
Allocated Cost FY2018 less Actual Cost	Over (Under) Allocated \$ (218,762)

Total Over (Under) Allocated Cost Collected for Year Ending 06/30/18	\$ (218,762)
Cumulative Over (Under) Allocated Carryforward from 06/30/17	(160,062)
Cumulative Over (Under) Allocated @ 06/30/18	(378,824)

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal for the fiscal year ending June 30, 2020, are to establish billing or final indirect costs rates for July 1, 2019 through June 30, 2020 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR 200 Appendix VII "States and Local Government and Indian Tribe Indirect Cost Proposals". Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct

Governmental Unit: Puget Sound Regional Council

Signature: 

Name of Official: Diana Lauderbach

Title: Chief Financial Officer

Date of Execution: 6/12/2019



Appendix C

*PSRC Metropolitan Transportation Planning Process Unified Planning
Work Program (UPWP)*

FY2020-2021 Unified Planning Work Program Organization

State Fiscal Year 2020 UPWP (July 1, 2019 – June 30, 2020)

Regional Transportation Planning Activities with Federal Funding

PSRC's Unified Planning Work Program (UPWP) Guide

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PSRC's Unified Planning Work Program (UPWP) Guide

As part of the Metropolitan Transportation Planning process, federal regulations require Metropolitan Planning Organizations (MPOs) such as the Puget Sound Regional Council (PSRC), in cooperation with the state and operators of publicly owned transit, to maintain a Unified Planning Work Program (UPWP) for the identified planning area (Planning Regulation 23, CFR, Part 450, Subpart C). The majority of elements required in PSRC's UPWP are included in previous sections of the PSRC's Budget and Work Program. The remainder are identified or referenced here.

PSRC as Coordinating Agency

PSRC was created as a regional planning agency that provides a forum for local governments to work on issues of regional significance. PSRC serves in a coordinating capacity, and supports the activities of local governments, state transportation agencies, and local and regional transit providers through cooperative regional planning. PSRC also serves as a center for the collection, analysis, and dissemination of information vital to citizens and governments in the region by providing baseline population, employment, and transportation forecasts that are used by local agencies as part of their planning activities. Federal laws require the establishment of Metropolitan Planning Organizations (MPOs) in major metropolitan areas around the country to work on regional transportation issues. Each of the four counties – King, Kitsap, Pierce, and Snohomish – are required to be members of an MPO. The governor designates the actual boundaries of the MPO.

Federal Certification Review Recommendations

Every four years, the federal government completes a certification review of PSRC. The purpose of certification is to validate that the MPO is operating according to federal transportation planning laws and regulations and is complying with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. The most recent certification review was conducted in July of 2018. The following recommendations resulted from the review:

Performance Based Planning:

- PSRC should continue to develop a clear and understandable performance-based evaluation system to identify investment priorities and strategies. PSRC should continue to add and refine performance objectives and measures to address Federal requirements as well as local needs.

PSRC adopted the required federal performance targets for transit asset management, safety, pavement and bridge condition, system performance, and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program in 2018. In addition, performance measures were adopted for the 2018 Regional Transportation Plan, and these measures will continue to be refined and coordinated with federal performance based planning requirements as part of the next plan update.

Financial Planning / Fiscal Constraint:

- PSRC should further develop a long-term financial plan (*for the Regional Transportation Plan*) that includes additional detail to support justification of future revenue assumptions and document why these assumptions should be considered reasonable by federal partners.

PSRC will continue to monitor the implementation of the financial strategy of the Regional Transportation Plan, and engage with federal, state and regional partners on new initiatives and approaches to transportation finance. In particular, current activities in the state and region include new tolling assumptions for facilities such as the SR 99 Tunnel through downtown Seattle, the pilot of the road usage charge by the Washington State Transportation Commission, and ongoing research into local finance mechanisms.

Interlocal Agreements

PSRC develops and maintains interlocal agreements (memorandums of understanding or agreement) with local and state entities to define responsibilities and procedures between the MPO, state, and transit operators for planning (including corridor and subarea studies) and programming (project selection), as well as between the MPO and State Implementation Plan development agencies for air quality planning responsibilities. PSRC currently maintains the following interlocal agreements relevant to the UPWP:

- MOU for Transportation Planning Coordination and Cooperation between the Puget Sound Regional Council and the Washington State Department of Transportation (WSDOT). Effective May 2016.
- MOA Implementing the Transportation Equity Act for the 21st Century (TEA-21) between the Puget Sound Regional Council, the Puget Sound Clean Air Agency, and the Washington State Department of Ecology. This MOA establishes responsibilities for the development of the Puget Sound region's air quality maintenance plan and the preparation of air quality conformity analyses. Effective December 2001. This MOA is being updated.
- MOU for Planning Coordination and Cooperation between the Puget Sound Regional Council and the Central Puget Sound Regional Transit Authority (Sound Transit); Snohomish County Public Transportation Benefit Area Corporations; City of Everett, Transportation Services; King County Metro; Kitsap Public Transportation Benefit Area Authority; Pierce County Public Transportation Benefit Area Authority; and City of Seattle. Effective November 2017.
- MOA Between the Puget Sound Regional Council and the Central Puget Sound Economic Development District concerning coordination of Economic Planning Efforts between the two Agencies. Effective September 2015.
- Growing Transit Communities Regional Compact, which is the ongoing commitment among public, private, and non-profit partners from around the region to continue the work towards implementing equitable transit communities. Original signatures are kept on file at PSRC.

The entities and agencies listed above all engage in ongoing coordination regarding regionally significant planning activities and provide staff expertise to each other as needed.

Interagency Coordination through PSRC's Boards

In addition to the four counties of King, Kitsap, Pierce, and Snohomish, PSRC's members include 74 cities and towns in the region, the Muckleshoot Tribal Council, the Suquamish Tribe and the Puyallup Tribe of Indians. Statutory members include the four port authorities of Everett,

Seattle, Bremerton and Tacoma; WSDOT; and the Washington State Transportation Commission. Associate members include the Alderwood Water & Wastewater District, Port of Edmonds, Island County, Puget Sound Partnership, Snoqualmie Indian Tribe, Thurston Regional Planning Council, the Tulalip Tribe, the University of Washington and Washington State University.

PSRC is governed by a General Assembly and Executive Board. The Growth Management and Transportation Policy Boards advise the Executive Board. The boards include all agencies responsible for regional transportation planning, and discussions by the boards include conversations about major regional transportation planning efforts. In addition, 50 percent of the county and city elected officials who serve on PSRC's Executive Board must also serve on transit boards.

All PSRC member jurisdictions and agencies are members of the General Assembly, with votes allocated based on population as indicated in PSRC's Bylaws. Member jurisdictions and agencies are represented at the Assembly by elected officials from the executive and legislative branches of member cities, towns, and counties; port commissioners; tribal council members; and representatives of member state transportation agencies. The Assembly meets at least annually each spring, and votes on key Executive Board recommendations, such as those concerning the annual budget and major policy documents.

Executive Board members are appointed by their General Assembly constituents to represent the member governments. The Board is chaired by the PSRC president and carries out delegated powers and responsibilities between meetings of the General Assembly. It generally meets on the fourth Thursday of each month. The Growth Management and Transportation Policy Boards include representatives of PSRC's member jurisdictions, the Puget Sound Clean Air Agency, and other appropriate representatives of regional business, the state legislature, labor, civic, and environmental groups. The Growth Management Policy Board generally meets on the first Thursday of the month, and the Transportation Policy Board generally meets on the second Thursday of each month.

PSRC also coordinates with and relies on the work of other key technical advisory committees and countywide groups. The countywide groups include the following:

- Kitsap Regional Coordinating Council
- Pierce County Regional Council
- Snohomish County Tomorrow Steering Committee
- Eastside Transportation Program (King County)
- South County Area Transportation Board (King County)
- SeaShore Transportation Forum (King County)

Coordination in Developing the UPWP

In addition to the ongoing coordination between PSRC and other entities undertaking transportation planning activities in the region, formal coordination occurs through the development and maintenance of the Regional Transportation Plan, the Regional Transportation Improvement Program (TIP), the UPWP, and study committees. For more information, please refer to Task 200 (Transportation Planning) of the Budget and Work Program.

Regional Planning Priorities

The primary planning priority facing the central Puget Sound region continues to be the maintenance and refinement of the regional transportation and financial plan, as well as the programming of transportation investments, to most effectively achieve the policies adopted in VISION 2040, the region's growth management, environmental, economic and transportation strategy.

A major effort during fiscal years 2020-2021 work program is an update to the region's growth management strategy, VISION 2040. The updated strategy will be called VISION 2050.

PSRC completed the most recent version of the Regional Transportation Plan in May 2018. The next update to the plan will include demographic and land use changes out to 2050 and will be supportive of VISION 2050 and *Amazing Place*, the Regional Economic Strategy. The plan will be responsive and compliant with all relevant federal and state requirements.

Work related to these regional planning priorities is represented throughout PSRC's Budget and Work Program, with greatest emphasis in element 200 (Transportation Planning).

Regionally Significant Transportation Planning

The UPWP of MPOs such as PSRC is required to include the following:

- Documentation of planning activities to be performed with funds provided under Title 23, USC, and the Federal Transit Act.
- A description of all metropolitan transportation and transportation-related air quality planning activities (including the corridor and subarea studies discussed in §450.318) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities.

These descriptions should include who will perform the work, the schedule for completing it, and products to be produced. The following text describes regionally significant transportation planning activities in the central Puget Sound region.

Transportation Planning Using Federal Funds

Attached is a list of all planning activities programmed in the 2019-2022 Regional Transportation Improvement Program (TIP) to receive federal funds. The Regional TIP is a four year program of projects that is developed through the regional decision-making process, maintained by PSRC, and updated every two years. Under federal and state legislation, the Regional TIP is required to include all of the region's transportation projects requesting federal transportation funding under Title 23 CFR (Highways) and 49 CFR (Transit), as well as all non-federally funded, regionally significant projects. For more information on any of the projects or programs in the attached list, please refer to the specific entry in the Regional TIP, available at <https://www.psrc.org/our-work/funding/transportation-improvement-program>.

PSRC receives several types of federal funds available through programs established by the Fixing America's Surface Transportation (FAST) Act for transportation projects and programs in the central Puget Sound region. The FAST Act requires the region to develop a funding recommendation and allocation program to identify, prioritize, and make decisions regarding the funding of transportation projects consistent with the region's long-range Regional Transportation Plan. Overall guidance for the allocation and programming of PSRC funds is

provided by VISION 2040, the Regional Transportation Plan, and local comprehensive plans as required by the state Growth Management Act. In addition, PSRC is required to maintain a board-adopted document providing more specific policy direction, guidance, and procedures for recommending projects to receive PSRC funds. The *Policy Framework for PSRC's Federal Funds* serves this purpose.

The framework is updated and adopted prior to PSRC's project recommendation process and corresponding development of a new Regional TIP. The document includes policies and procedures for the recommendation process, as well as the funding estimates available for programming. The most recent version of the Policy Framework was adopted by the Executive Board on February 22, 2018 and is available at <https://www.psrc.org/sites/default/files/00tip-2018policyframeworkforpsrcsfederalfunds.pdf>. Projects selected to receive PSRC's funds in 2018 were recommended using the process outlined in the framework, which includes extensive collaboration with local governments, transit agencies, WSDOT, and PSRC. For more information, please refer to Appendix B of the 2019-2022 Regional TIP titled "2018 Project Selection Process" available at <https://www.psrc.org/our-work/funding/transportation-improvement-program>.

PSRC's Transportation Planning

The budget and work program includes a description of PSRC's planning activities. The main emphasis will be on conducting research and analysis in preparation for the next Regional Transportation Plan, which will plan for growth and investment through 2050. This will include demographic and land use changes as well as updates to reflect new project information and emerging issues such as expansion of passenger only ferry service and new technologies. The update will be supportive of VISION 2050, to be adopted in 2020; *Amazing Place*, the Regional Economic Strategy; and will be responsive and compliant with all relevant federal and state requirements. The scope of the Transportation Plan is likely to require a new environmental analysis under the Washington State Environmental Policy Act. Additional consultant support will be obtained for public involvement and environmental justice outreach. PSRC will also continue to advance the work program in the areas of freight, special needs transportation, active transportation, resilience, air quality and climate change, performance-based planning and the financial strategy. Please refer to element 200 (Transportation Planning) of the PSRC work program for a full description of these transportation planning activities.

Transportation Planning by Other Agencies

Additional planning activities for the central Puget Sound region, beyond those included in the Regional TIP and identified in the PSRC budget and work program, are undertaken by a number of agencies. One of PSRC's primary roles as an MPO and Regional Transportation Planning Organization (RTPO) is to coordinate these regional planning activities between the participating jurisdictions, agencies, and interest groups to help ensure the optimal use of limited local, state, and federal resources. The following sections summarize regionally significant transportation planning activities by other agencies in the region.

Washington State Department of Transportation (WSDOT)

WSDOT planning for the central Puget Sound region is carried out by several offices. These include the Northwest and Olympic Regions, Tolling, Public Transportation, Multimodal Planning, Washington State Ferries, Rail, as well as the newly formed Management of Mobility within the Urban Mobility and Access Office. These WSDOT offices plan and manage the state transportation system in the Puget Sound region and coordinate their plans with the Puget Sound Regional Council, Federal agencies and local partners.

WSDOT performs numerous transportation planning and external coordination activities in the Puget Sound region. Some of the key activities are conducted through the WSDOT/MPO/RTPO Coordinating Committee, as well as various corridor and planning studies throughout the region in which PSRC participates. Examples include the Planning Alignment Work Group, the Puget Sound Gateway Program Steering Committee, the US 2 Technical Working Group and the I-5 System Partnership.

Transit Agencies

There are eight agencies within the central Puget Sound region that provide public transportation service: Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce County Ferries, Pierce Transit, Sound Transit, and the City of Seattle. Each of the public transportation agencies in the region are working to implement their long-range plans consistent with PSRC's Regional Transportation Plan. Many of the PSRC planning initiatives, particularly those found in PSRC's transit-related work program, are planning efforts that help the region's public transportation agencies to accomplish their work and implement the projects found within the Regional Transportation Plan.

In addition to this work led by PSRC, planning projects of regional significance that are being conducted by public transit agencies in PSRC's FY 2020-2021 biennium include:

- **Next Generation ORCA:** The seven transit agencies that make up the region's One Regional Card for All (ORCA) fare system partnership are working together to develop and design the next generation of ORCA fare payment, which is scheduled to come online in phases, beginning in 2021.
- **Tacoma to Seattle Fast Ferry Study:** Pierce Transit is leading on a fast ferry study for a potential passenger only ferry route connecting Tacoma to Seattle. Partners in this study include City of Tacoma and the Port of Tacoma.
- **Mobility on Demand Sandbox Programs:** Several transit agencies in the region are leading specific FTA Mobility On Demand Sandbox research studies. Pierce Transit has partnered with Lyft on a Limited Access Connections project that evaluates use of Lyft and similar transportation network companies (TNCs) to provide first/last mile connectivity to public transportation. King County Metro and Sound Transit are partnering with Los Angeles Metro on a two-region research project to test the use of TNC services as first/last mile solutions to access transit. Work in both transit-led projects will help inform the PSRC transit-related work program.

Air Quality Planning

The Puget Sound Clean Air Agency (PSCAA) is responsible for carrying out certain requirements of the state and federal Clean Air Acts in King, Pierce, Snohomish, and Kitsap counties. This organization encompasses a variety of sources of emissions including stationary, area and on and off-road mobile sources, except for certain types of stationary sources regulated statewide by the State Department of Ecology. The clean air agency works to adopt and enforce air quality regulations, sponsor voluntary initiatives to improve air quality and educate people and businesses about clean-air choices.

PSCAA and the Washington State Department of Ecology (Ecology) develop and administer the State Implementation Plan for Air Quality (SIP) in the Puget Sound region, in cooperation with

the Environmental Protection Agency and with the assistance of PSRC and other stakeholders. The SIP provides a blueprint of how maintenance and nonattainment areas will meet the National Ambient Air Quality Standards (NAAQS). In developing the plan, PSCAA and Ecology, in coordination with these other agencies, prepare emission inventories, conduct air quality modeling, develop control strategies and voluntary measures, prepare motor vehicle emission budgets, and ensure compliance with the Washington State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA). PSRC provides transportation and emissions data and technical expertise required to complete the SIP for the Puget Sound Region.

PSRC is responsible for demonstrating conformity of the long-range regional transportation plan and the four-year Transportation Improvement Program (TIP) to the SIP, under the requirements of the federal Clean Air Act, Fixing America's Surface Transportation (FAST) Act and the Washington Clean Air Act. The intent of transportation conformity is to ensure that new projects, programs and plans do not impede an area from meeting and maintaining air quality standards. Formal consultation procedures for conducting conformity analyses are required under federal and state conformity rules, a major task of which is the presentation of methodologies and assumptions. PSRC holds a public scoping meeting with federal, state, and local agencies to present the key analytical assumptions involved in the conformity analysis. Those invited to the meeting include representatives from the following agencies (referred to as PSRC's air quality consultation partners): the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), EPA, the Washington State Department of Transportation (WSDOT), Washington Department of Ecology, and Puget Sound Clean Air Agency (PSCAA).

In addition to SIP and conformity work, PSRC and PSCAA provide technical expertise and assistance to each other for various work programs related to air quality planning. For example, PSCAA participates as a member of PSRC's Regional Project Evaluation Committee, which has a lead role in PSRC's project selection process for federal funds. PSRC participates on PSCAA's advisory committees and stakeholder processes as appropriate (PSRC is currently appointed to the PSCAA Advisory Council). In addition, PSRC works on a regular basis with the air quality consultation partners mentioned above to coordinate and assist with air quality issues affecting the region, including the emerging issues related to reducing greenhouse gases and addressing climate change.

Tribal Governments

The central Puget Sound region is home to nine federally recognized tribal governments: Muckleshoot Indian Tribe, Puyallup Tribe of Indians, Tulalip Tribes, Sauk-Suiattle Indian Tribe, Port Gamble S'klallam Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians, The Suquamish Tribe, and Nisqually Indian Tribe, which also coordinates with the Thurston Regional Planning Council. The region is also home to the Duwamish Tribe.

PSRC encourages full involvement of Tribes in the development of the Regional Transportation Plan, the Transportation Improvement Program, and other regional planning. Consultation may include outreach meetings, sending informational letters, newsletters, and emails, providing presentations, and attending meetings. PSRC will also continue participating on and hosting meetings of WSDOT's statewide Tribal Transportation Planning Organization (TTPO), including supporting specific events the TTPO puts on. This statewide planning forum is a good venue to present and get feedback on PSRC work program efforts from Tribes that choose to participate in the TTPO. The Washington Indian Transportation Policy Advisory Committee (WITPAC), which WSDOT also convenes, discusses issues related to MPOs from time to time.

Upon invitation, PSRC will attend these meetings when MPO and other relevant matters are on the agenda.

Tribal governments are encouraged to become PSRC members, which includes voting seats on the Transportation and Growth Management Policy Boards, as well as being able to vote at PSRC's General Assembly. The Muckleshoot Indian Tribe, Puyallup Tribe of Indians, and The Suquamish Tribe are PSRC members. The Snoqualmie Indian Tribe and Tulalip Tribes are associate PSRC members. Tribes that are current PSRC members have also been invited to participate in specific committees, including the Regional Project Evaluation Committee, Regional Staff Committee, and Special Needs Transportation Committee.

All Tribes are included in outreach efforts related to the agency's work on transportation, land use and economic development planning. PSRC will evaluate the effectiveness of its efforts with the goal of continuously improving the coordination between PSRC and the Tribes in regional affairs.

Planning Activity & Budget and Work Program Reference	Budget and Work Program Element:
Program Administration <u>References:</u> a. <i>Regional Planning, Sub-Task 3</i> b. <i>Growth Management Planning, Sub-Task 1</i> c. <i>Transportation Planning, Sub-Task 1 & 2</i> d. <i>Data, Sub-Task 1</i> e. <i>Administration, Sub-Task 2</i>	a. <u>Program Management:</u> The Directors of Regional Planning, Growth Management Planning, Transportation Planning and Data manage and administer their respective work programs, including compliance with all federal and state rules and regulations. b. <u>Regional and Statewide Coordination:</u> PSRC coordinates with local, regional, state, tribal and federal partners, and other government entities. c. <u>Professional Development:</u> PSRC provides internal administrative support, including all aspects of human resources.
Unified Planning Work Program <u>Reference:</u> <i>Administration, Sub-Task 1</i>	Develop the two-year budget and work program, detailed project milestones, progress reports, dues schedule, and related documentation.
Public and Stakeholder Participation and Education <u>Reference:</u> <i>Communications, Sub-Task 13</i>	Work with federal partners to assure that the agency's public participation plan and public involvement strategies meet and exceed federal requirements relating to engaging traditionally underserved communities, engaging people with limited English proficiency, disabled individuals, and native tribes.
Tribal Consultation <u>References:</u> <i>Communications, Sub-Task 2 & 3 and Transportation Planning, Sub-Task 7</i>	The central Puget Sound region is home to nine federally recognized tribal governments. PSRC will continue to conduct ongoing outreach, consultation and coordination with tribes on transportation planning issues.
Data Acquisition, Analysis & Reporting <u>Reference:</u> <i>Data – All Sub-Tasks</i>	The Data Department develops and maintains effective data collection, management, and analysis tools to support all PSRC activities including planning, modeling, forecasting, and technical assistance to local jurisdictions.
Metropolitan Transportation Plan <u>Reference:</u> <i>Transportation Planning, Sub-Task 2</i>	PSRC prepares, maintains, and updates the region's long-range transportation plan every four years. The next update will incorporate population and employment forecasts out to 2050; continue implementation of the regional integrated transit network; and address key issues such as changing

	technology, maintenance and preservation needs and freight mobility.
Transportation Improvement Program <u>References:</u> <i>Transportation Planning, Sub-Task 4</i>	This work element provides for the development and maintenance of a Regional Transportation Improvement Program (TIP) with an emphasis on customer service, conducting the project selection processes for the federal funds PSRC manages, and implementing regional policy related to the effective use of PSRC funds and the timely delivery of projects to implement the Regional Transportation Plan.
Air Quality Conformity <u>Reference:</u> <i>Transportation Planning, Sub-Task 6</i>	PSRC will continue working with planning partners to monitor air quality issues in the region, estimate regional emissions and ensure conformity of the Regional Transportation Plan and the Regional Transportation Improvement Program to the State Implementation Plan for Air Quality.
Congestion Management Process <u>Reference:</u> <i>Transportation Planning, Sub-Task 2 and Milestone 2</i>	PSRC has integrated the Congestion Management Process into the agency-wide performance trends and performance based planning program. Work continues to improve these processes, including refined measures and baseline inventories leading up to the next transportation plan update.
Intelligent transportation Systems <u>Reference:</u> <i>Transportation Planning, Sub-Task 2</i>	PSRC convenes, facilitates and coordinates ongoing work of the Regional Traffic Operations Committee (RTOC). The agency also develops and maintains the Regional ITS Architecture as well as other planning activities related to ITS and regional operations.
Planning Consultation and Services <u>Reference:</u> <i>Transportation Planning, Sub-Task 7</i>	PSRC will continue to participate in national, state, regional, and local transportation planning efforts.
Title VI Plan and Annual Report <u>Reference:</u> <i>Administration, Sub-Task 2</i>	PSRC will coordinate Title VI reporting, including actions in response to FHWA and FTA's certification report.
Action Strategy -Biennial Report <u>Reference:</u> <i>Transportation Planning, Sub-Task 1 & 2</i>	PSRC prepares a biennial report on the region's progress implementing the Regional Transportation Plan and also summarizes the region's transportation investment priorities for the coming decade.
Certify transportation elements of comprehensive plans <u>Reference:</u> <i>Growth Management, Sub-Task 7</i>	PSRC will continue conducting certification reviews that improve the overall coordination and compatibility of planning efforts.

<p>Coordinated Human Service Transportation Plan</p> <p>Ladders of Opportunity</p> <p><i>Reference: Transportation Planning, Sub-Task 2</i></p>	<p>PSRC develops and maintains the Coordinated Transit-Human Services Transportation Plan. Consistent with the Ladders of Opportunity initiative, PSRC will develop and use performance measures and analytical methods to assess the transportation system's connectivity to essential services, particularly for traditionally underserved populations.</p>
<p>Participate in statewide activities related to the Highway System Plan and other modal plans as appropriate</p> <p><i>Reference: Transportation Planning, Sub-Task 7</i></p>	<p>PSRC will continue to participate in state transportation planning such as corridor plans, the Washington State Transportation Plan and various modal planning programs.</p>
<p>WA State Policy Goal: Economic Vitality</p> <p>FAST Act Planning Factor: Economic Vitality</p> <p><i>References: Economic Development District Support, All Sub-Tasks & Transportation Planning, Sub-Task 2</i></p>	<p>In 2003, the Economic Development District (EDD) merged with the PSRC. The EDD carries out several tasks to ensure economic vitality within the region including the Regional Economic Strategy which is incorporated in VISION 2040 and the Regional Transportation Plan.</p>
<p>WA State Policy Goal: Preservation</p> <p>FAST Act Planning Factor: Preservation</p> <p><i>Reference: Transportation Planning, Sub-Task 2</i></p>	<p>Preservation and maintenance of the existing transportation system is a key goal of the Regional Transportation Plan. PSRC's ongoing work program includes significant efforts focused on keeping the region's transportation system in a state of good repair.</p>
<p>WA State Policy Goal: Safety</p> <p>FAST Act Planning Factor: Safety</p> <p><i>Reference: Transportation Planning, Sub-Task 2 & 4</i></p>	<p>Safety continues to be a key issue in PSRC's transportation planning programs. The Regional Transportation Plan includes integration with the state's Target Zero Plan, and safety performance trend reporting.</p>
<p>FAST Act Planning Factor: Security</p> <p><i>Reference: Transportation Planning, Sub-Task 2 & 6</i></p>	<p>PSRC coordinates with partner agencies on safety & security efforts related to transportation as applicable. A related work program is the effort to advance resilience and preparedness to climate and other impacts.</p>
<p>WA State Policy Goal: Mobility</p> <p>FAST Act Planning Factor: Accessibility & Mobility of People & Freight</p> <p><i>References: Transportation Planning, Sub-Task 2</i></p>	<p>PSRC coordinates the long-range regional transportation planning work in the four-county region. The Regional Transportation Plan includes a variety of mobility elements for all users of the system, including transit, freight, special needs transportation, nonmotorized access and others.</p>

<p>WA State Policy Goal: Environment</p> <p><i>References: Regional Growth Management, Sub-Task 2c & Transportation Planning, Sub-Task 6</i></p>	<p>The PSRC SEPA Official communicates PSRC’s comments on regionally significant environmental documents and functions as the SEPA Responsible Official when PSRC prepares environmental documents. PSRC also will continue to work with partners to monitor air quality emissions and climate change issues.</p>
<p>FAST Act Planning Factor: enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between Transportation improvements and State and local planned growth and economic development patterns.</p> <p><i>References: Regional Growth Management, Sub-Task 2, & Transportation Planning, Sub-Task 2 & 4</i></p>	<p>The objective of the Regional Growth Management element is to maintain and implement VISION 2040 (soon to be 2050) as the region’s growth management, environmental, economic and transportation strategy, ensure conformity and consistency of local plans and policies with state and regional planning requirements, and provide technical assistance on PSRC plans, policies, and programs.</p> <p>The Regional Transportation Plan and the distribution of the federal funds PSRC manages are designed to develop a sustainable, multimodal transportation system that supports the policies and regional growth strategy in VISION.</p>
<p>MAP-21 Implementation</p> <p>Performance Measures</p> <p><i>References: Transportation Planning, Sub-Task 2 & 4</i></p>	<p>PSRC has completed the first set of federal performance based planning targets, and continues working with WSDOT on required updates and implementation. The Regional Transportation Plan and the development of the Regional Transportation Improvement Program use a consistent set of performance measures to implement regional goals and federal policy.</p>
<p>WA State Policy Goal: Stewardship</p> <p>FAST Act Planning Factor: System Management and Operation</p> <p><i>References: Transportation Planning, Sub-Task 2</i></p>	<p>PSRC supports ongoing planning activities related to transportation system management and operations including the Regional Transportation Operators Committee. The Regional Transportation Plan supports the commitment to continuously improve the quality, effectiveness, and efficiency of the transportation system.</p>
<p>Models of Regional Cooperation</p> <p><i>Reference: Transportation Planning, Sub-Task 7</i></p>	<p>PSRC will continue to participate in national, state, regional, and local transportation planning efforts. Data sharing and coordination is a frequent part of this type of collaboration, particularly at the state and local levels.</p>
<p>Interlocal Agreements</p> <p><i>Reference: Administrative Support, Sub-Task 2</i></p>	<p>PSRC maintains several Interlocal agreements that are maintained and updated on an as needed basis.</p>

Website Requirement <i>References: Administrative Support, Sub-Task 4c & 6</i>	PSRC maintains an extensive website at www.psrc.org that contains extensive regional data and information. This website is refreshed daily with blog posts regarding economic, transportation and land use issues within the four county region.
FAST Act Planning Factor: Enhance the integration and connectivity of the transportation system, across and between modes, people and freight <i>Reference: Transportation Planning, Sub-Task 2</i>	PSRC has developed a Regional Integrated Transit Network as part of the Regional Transit Plan that will reflect long-range transit service planning of all transit agencies in the region. PSRC also works closely with the Ports, the State of Washington and freight stakeholders through ongoing regional planning work.
FAST Act Planning Factor: Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation <i>Reference: Transportation Planning, Sub-Task 2 & 6</i>	PSRC will continue to work with local planning agencies on system resiliency. Reliability is now a measure in both the freight and system performance. As in the last plan update, PSRC continues to refine cost estimates related to mitigating stormwater impacts in the region.
FAST Act Planning Factor: Enhance travel and tourism <i>Reference: Economic Development District Support, Sub-Task 1 & Regional Planning, Sub-Task 3</i>	PSRC's Economic Strategy contains a Tourism cluster. Additionally, tourism is a consideration in PSRC aviation planning.

Unified Planning Work Program (UPWP) Guidance for Metropolitan Planning Organizations and Regional Transportation Planning Organizations

State of Washington

State Fiscal Year (SFY) 2021
(July 1, 2020 – June 30, 2021)

December 2019



Prepared jointly by the WSDOT Multimodal Planning Division, WSDOT Public Transportation Division, the Federal Highway Administration and the Federal Transit Administration

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Notificación de Título VI al Público

Es la política del Departamento de Transporte del Estado de Washington el asegurarse que ninguna persona, por razones de raza, color, nación de origen o sexo, como es provisto en el Título VI del Acto de Derechos Civiles de 1964, ser excluido de la participación en, ser negado los beneficios de, o ser discriminado de otra manera bajo cualquiera de sus programas y actividades financiado con fondos federales. Cualquier persona quien crea que su protección bajo el Título VI ha sido violada, puede presentar una queja con la Comisión Estadounidense Igualdad de Oportunidades en el Empleo. Para obtener información adicional sobre los procedimientos de queja bajo el Título VI y/o información sobre nuestras obligaciones antidiscriminatorias, pueden contactar al coordinador del Título VI en la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo 360-705-7090.

Información del Acta Americans with Disabilities Act (ADA)

Este material es disponible en un formato alternativo enviando un email/correo electrónico a la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo wsdotada@wsdot.wa.gov o llamando gratis al 855-362-4ADA (4232). Personas sordas o con discapacidad auditiva pueden solicitar llamando Washington State Relay al 711

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Purpose of the Guidance

This Unified Planning Work Program (UPWP) Guidance is intended to assist the Metropolitan Planning Organizations (MPOs) in developing work programs that meet federal statutes and regulations, and to assist Regional Transportation Planning Organizations (RTPOs) in developing work programs that meet state statutes and regulations. This guidance is not intended to be a comprehensive summary of all federal and state requirements¹.

The guidance identifies federal and state emphasis areas. The emphasis areas may include long-standing tasks in regulation that need attention, MAP-21/FAST Act tasks still in process, as well as federal and state initiatives.

The guidance serves as a resource to assist MPOs and RTPOs, to:

- Meet federal UPWP requirements in [23 CFR 450.308](#) and [23 CFR 420.111](#); [49 USC § 5303](#), [49 USC § 5305](#) and [FTA Circular 8100.1C](#)
- Fulfill reporting requirements identified in the MPO/RTPO funding agreement
- Provide sufficient detail to determine eligibility of work tasks, programs and activities, and allow the state to recommend approval of UPWPs to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)

MPOs and RTPOs shall have the flexibility to develop the UPWP in a way that best meets their needs. MPOs and RTPOs are encouraged to list and/or group the required and suggested tasks in a way that makes performing and reporting on the work convenient.

SFY 2021 Unified Planning Work Program

Required Level of Detail for all Work Tasks

Each MPO and/or RTPO, in cooperation with WSDOT and the public transportation operator(s), is required to develop a UPWP that includes a discussion of the planning priorities within the planning area boundaries. For all tasks identified, the UPWP shall describe:

- Work proposed for the next one or two-year period by major activity and task
- For MPOs, how the proposed activities address the planning factors in [23 CFR 450.306](#)
- Descriptions of work in sufficient detail to indicate per [23 CFR 450.308](#) and [23 CFR 420.111](#):
 - Who will perform the work (e.g., MPO, State, public transportation operator, local government, or consultant)
 - The schedule for completing the work
 - The resulting products
 - The proposed funding
 - A summary of the total amounts and sources of federal and matching funds (this includes federal funds from sources other than Title 23 U.S.C. and/or Title 49 U.S.C.)
 - Unfunded tasks

¹ WSDOT provides a comprehensive summary of the relevant federal and state requirements for MPOs and RTPOs, respectively available at <https://www.wsdot.wa.gov/planning/TribalRegional.htm>

Because these documents also serve as public-facing work programs that inform citizens and stakeholders of the planning work to be done over the next fiscal year(s) please consider making your descriptions concise and avoid jargon where possible.

Required Tasks

Based on state and/or federal requirements, the following tasks must be included in your UPWP. A check mark has been placed in each row to indicate whether it is a task required for an RTPO, an MPO, and/or a Transportation Management Area (TMA). Each task identified below is not required to be individually listed and/or tracked in your UPWP, but they should be addressed in some way. Please feel free to organize these and other tasks you identify in a way that best suits your organization's needs.

TASK	RTPO	MPO	TMA
Program Administration	✓	✓	✓
Unified Planning Work Program	✓	✓	✓
Annual Performance and Expenditure Report	✓	✓	✓
Public Involvement/Education	✓	✓	✓
Tribal Involvement	✓	✓	✓
Long-Range Transportation Plan	✓	✓	✓
Transportation Improvement Program (TIP)	✓	✓	✓
Congestion Management Process			✓
Federal Certification Review (4 year cycle)			✓
Self-Certification		✓	✓
Transportation Performance Management		✓	✓
Coordination with Other Planning Organizations	✓	✓	✓
Title VI Plan and Reporting	✓	✓	✓
Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP)	✓		
Comprehensive Plan Certification	✓		
Work identified to address corrective actions/recommendations from certification reviews			✓

Federal Emphasis Areas

The Federal Highway Administration and Federal Transit Administration would like MPOs to place an emphasis on the performance-based planning requirements, including developing data and targets, as well as reflecting Performance-Based Planning and Programming and Transportation Performance Management in the Transportation Improvement Program, Metropolitan Transportation Plan, and overall transportation planning process.

State Emphasis Areas

The following emphasis areas have been identified by WSDOT as areas MPOs and RTPOs are requested to dedicate time and/or resources towards during state fiscal year 2021.

Planning Collaboration

WSDOT will be developing multiple statewide plans during SFY 2021. MPOs and RTPOs are requested to set aside resources to collaboratively develop and/or review the plans. Plans and efforts expected to be developed during SFY 2021 include:

- Highway System Plan: MPOs and RTPOs are encouraged to participate in the Highway System Plan steering committee and engage with WSDOT during the development of the plan.
- Multimodal Investment Strategy: MPOs and RTPOs are invited to engage with WSDOT to explore ways to improve the state's system for making transportation investment decisions and to participate with WSDOT in a process to develop a shared problem statement, establish a vision, and identify principles for collaboration.
- Statewide Human Services Transportation Plan: The Public Transportation Division anticipates wrapping up the update to the Statewide Human Services Transportation plan in SFY 2021. RTPOs are encouraged to engage with Public Transportation Division staff as the plan is developed.
- Statewide Public Transportation Plan: The Public Transportation Division plans to undertake a minor update to the Statewide Public Transportation Plan in SFY 2021. MPOs and RTPOs are encouraged to engage in the plan's development, particularly in the identification of near-term actions to implement the plan.
- Statewide Cooperative Automated Transportation (CAT) Policy Framework: In coordination with the Washington State Transportation Commission, Legislature, and the Governor's Office, WSDOT is assisting in the development a [CAT policy framework](#) with strategies and actions that should be considered in the local, regional, and statewide planning process. Additionally, MPO and RTPO partners are encouraged to participate in the continued development of the CAT policy framework through participation in the [Washington State Autonomous Vehicle Work Group](#).

WSDOT regions will also be developing planning studies on state-system issues within various MPO/RTPO boundaries. Your WSDOT Region Planning Manager will coordinate with you regarding any studies that are within your planning area boundaries. Your MPO or RTPO may be asked to serve as a Multimodal, Multidisciplinary, Multiagency (M3) Team Member for any relevant planning study to provide a local perspective on transportation issues. Duties may include attending meetings, providing input at key milestones, ensuring the planning study recommendations are consistent with the metropolitan/regional transportation plan, and working to incorporate/implement appropriate recommendations.

If your MPO/RTPO is updating its long-range transportation plan in SFY 2021, please budget time and resources for enhanced collaboration with WSDOT regional staff. WSDOT is committed to embracing Secretary Millar's declaration that "Your plan is our plan." WSDOT Region and HQ staff will collaborate with MPO/RTPO staff to ensure WSDOT priorities are reflected in the plans and that WSDOT fully supports the regional planning process.

Financial Accounting

MPOs and RTPOs are encouraged to be as complete and transparent as possible in the UPWP budget. The UPWP should clearly identify all fund sources expected to be utilized in the delivery of the work program. In addition to expected expenditures, fund sources (revenues) should be identified, including any available rollover from the previous year, and account for any applicable matching funds.

If consultants will be used to implement portions of the UPWP, MPOs and RTPOs should clearly identify which tasks will be supported by consultants. The funds expected to be used for consultant contracts should also be identified. WSDOT requests that a table of all expected consultant contracts also be included in the UPWP.

The Annual Performance and Expenditure Report should clearly identify funds expended (by source and task) compared to the budgeted amount. Significant differences should be accompanied with an explanation for the difference.

For more guidance on financial accounting in the UPWP, please see the Budget section or the SFY 2020 Performance and Expenditures Report section of this guidance document.

Tribal Participation

On April 24, 2019 Governor Jay Inslee signed Engrossed House Bill 1584 into law, which requires RTPOs to provide an opportunity for tribes with reservation or trust lands within its planning area boundaries to participate as voting members of the RTPO. RTPOs are encouraged to facilitate tribal participation in the regional planning process. Please reach out to your Regional Coordinator or Megan Nicodemus, WSDOT Tribal Planning Coordinator, if you need assistance in these efforts.

Budget

The UPWP should identify the expected revenues and planned expenditures by fund type. It should also account for any federal funds that are being rolled over from the previous year. Fund sources being used as match to federal funds should also be included in the financial table. In addition to FHWA PL and FTA 5303 funds, [23 CFR 450.308](#) requires that UPWPs list other federal funding that will be used for transportation planning. Two sample tables, *Revenues by Fund Type* and *Expenditures by Task*, have been prepared for your consideration and are included in Appendix A – Sample Financial Tables (excel files containing the example budget tables are available upon request). It is not required that your financial tables be formatted in this way, but WSDOT requests that each MPO/RTPO provide a comparable level of financial detail.

Amending the UPWP

MPOs and RTPOs should document their amendment process in their UPWPs, including when an amendment is needed. The WSDOT Tribal and Regional Planning Office (TRPO) approves UPWP amendments for RTPOs. FHWA and FTA jointly approve UPWP amendments for all MPOs following a recommendation for approval from the TRPO. Your Regional Coordinator in the TRPO is always available to assist in the amendment process. For cases when it is unclear whether a formal UPWP amendment is needed, MPOs should work with TRPO and consult with FHWA/FTA if necessary.

SFY 2020 Performance and Expenditures Report

The Performance and Expenditures Report should summarize progress made on approved UPWP tasks, programs, and planning activities. The monthly invoice detail provides useful information when developing the annual report.

WSDOT is required by [23 CFR 420.117](#) to submit MPO annual performance and expenditure reports to FHWA and FTA, including a report from each MPO, which contain at a minimum:

- Comparison of actual performance with established goals

- Progress in meeting schedules
- Status of Expenditures in a format compatible with the work program, including a comparison of budgeted amounts and actual expenditures
- Cost overruns or underruns
- Approved work program revisions
- Other pertinent supporting data

If actual expenditures vary considerably from the UPWP budgeted amount, please provide a brief explanation for the variance.

As much as possible, when creating the annual performance and expenditures report, please try to mirror the formatting and organization used in the UPWP.

SFY 2020 performance and expenditure reports are due to WSDOT by September 30, 2020 for all Washington MPOs and RTPOs.

The Lewis-Clark Valley MPO's performance and expenditure report is due by December 30, 2020.

UPWP Development Schedule

Key Date	Key Action and Responsible Agencies
On or before December 31, 2019	WSDOT Tribal and Regional Planning Office (TRPO) provides estimated planning funding allocations to MPOs and RTPOs for SFY 2021.
February 2020	WSDOT TRPO schedules UPWP coordination meetings among WSDOT, FHWA, FTA, and the MPOs/RTPOs (as applicable).
Three weeks prior to date of onsite coordination meeting	MPOs send draft UPWPs electronically to the WSDOT TRPO, FHWA and FTA. RTPOs send draft UPWPs electronically to the WSDOT TRPO. Note: draft UPWPs should include preliminary budget information.
April – May 2020	WSDOT TRPO, Public Transportation Division, WSDOT Region Planners, FHWA, and FTA representatives meet with MPOs to discuss the draft UPWPs. <i>Note: WSDOT will meet separately with RTPOs not affiliated with MPOs during this same time period.</i>
May - June 2020	MPOs and RTPOs take final UPWPs to Policy Boards for adoption.
June 15, 2020	MPOs and RTPOs submit the adopted UPWPs electronically to the WSDOT TRPO.
June 22, 2020	WSDOT TRPO submits MPO adopted UPWPs electronically to FHWA/FTA
June 30, 2020	FHWA/FTA UPWP issue formal approval
July 1, 2020	Approved SFY 2021 UPWP work begins

On-Site Coordination Meeting and Draft Agenda

For your convenience, we are providing an agenda template for the spring MPO/RTPO on-site UPWP coordination meetings. **Please modify this sample agenda as appropriate and distribute before the meeting.**

These meetings typically last approximately 2 hours, based on the need for discussion, and will be scheduled in the spring of 2020.

Agenda Template MPO/RTPO SFY 2021 Unified Planning Work Program On-Site Coordination Meeting

#	Topic	Responsible Organization
1.	Safety Briefing, Introductions, Meeting Objectives	WSDOT
2.	MPO/RTPO Presentation <ul style="list-style-type: none">a. Successes and Key Accomplishments – SFY 2019b. Major work in progressc. Issues and challenges facing the MPO/RTPOd. Overview of membership, organizational structure, and decision-making processese. Tribal consultation processf. Federal performance measures and target-setting/Performance Based Planning and Programming and Transportation Performance Managementg. Overview of the proposed SFY 2020 Unified Planning Work Program	MPO/RTPO
3.	How can the federal and state team assist more?	All
4.	Federal Agency Feedback <ul style="list-style-type: none">• Identify high points• Provide comments and feedback	FHWA and FTA
5.	State Feedback <ul style="list-style-type: none">• Identify high points• Provide comments and feedback	WSDOT
6.	Next Steps <ul style="list-style-type: none">• Any follow up action• Policy Board adoption date	All
7.	Closing Comments	All

Appendix A – Sample Financial Tables

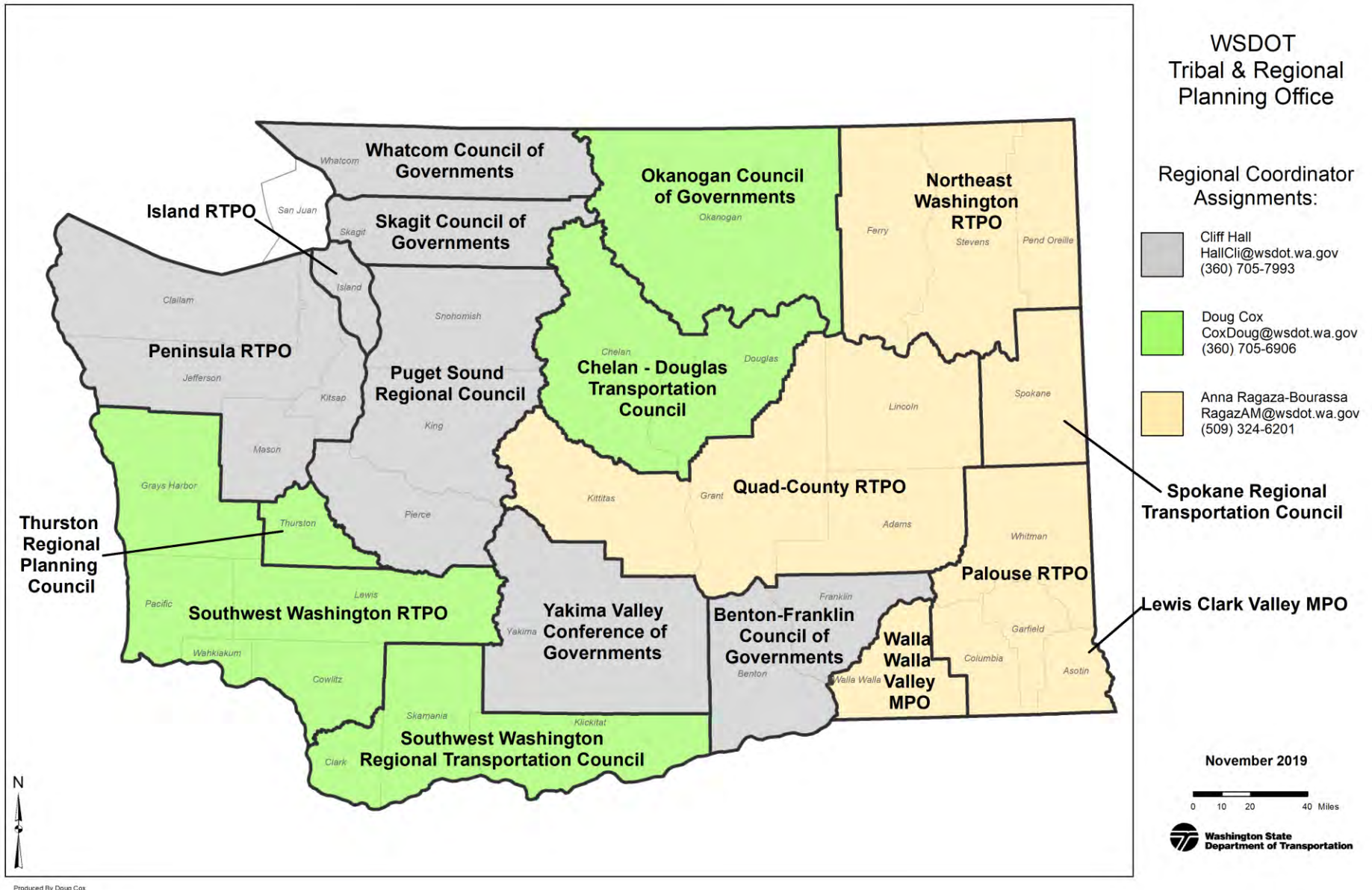
Sample Expenditures by Task Table

SFY 2021 Unified Planning Work Program Proposed Budget (MPO / RTPO)															
Task Code	Task Description	FHWA - PL			FHWA - STBG			FTA - 5303			STATE - RTPO	TASK FUNDING SUMMARY			
		Total	PL	Local Match	Total	STBG	Local Match	Total FTA	FTA	Local Match		FEDERAL	STATE - RTPO	LOCAL	TOTAL
		100%	86.5%	13.5%	100%	86.5%	13.5%	100%	86.5%	13.5%					
	Program Administration														
	Program Management and Support		0	0		0	0		0	0		0	0	0	0
	Regional and Statewide Coordination		0	0		0	0		0	0		0	0	0	0
	Professional Development and Staff Training		0	0		0	0		0	0		0	0	0	0
	Update to Foundation Documents: Interlocal Agreement and Bylaws		0	0		0	0		0	0		0	0	0	0
	Coordination/Communication with Federal and State Legislators		0	0		0	0		0	0		0	0	0	0
	Unified Planning Work Program (UPWP)		0	0		0	0		0	0		0	0	0	0
	UPWP Annual Report		0	0		0	0		0	0		0	0	0	0
	Public Involvement/Title VI Plan		0	0		0	0		0	0		0	0	0	0
	Documented Tribal Consultation Process/Plan		0	0		0	0		0	0		0	0	0	0
	Self-Certification Document		0	0		0	0		0	0		0	0	0	0
	Memorandum of Agreement (23 CFR 450.314)		0	0		0	0		0	0		0	0	0	0
	Administration Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Transportation Planning														
	Planning Technical Support to Organization, Members, and Tribes		0	0		0	0		0	0		0	0	0	0
	External Coordination with WSDOT and MPO/RTPO Members		0	0		0	0		0	0		0	0	0	0
	Metropolitan Transportation Plan (MTP) Update		0	0		0	0		0	0		0	0	0	0
	Regional Transportation Plan (RTP) Update (including regional strategy)		0	0		0	0		0	0		0	0	0	0
	Public and Stakeholder Participation and Outreach		0	0		0	0		0	0		0	0	0	0
	Planning Consultation and Services		0	0		0	0		0	0		0	0	0	0
	Intelligent Transportation System (ITS) Plan		0	0		0	0		0	0		0	0	0	0
	Special Studies and Plans		0	0		0	0		0	0		0	0	0	0
	Congestion Management Process (CMP) for TMAs		0	0		0	0		0	0		0	0	0	0
	Human Services Transportation Plan (HSTP)		0	0		0	0		0	0		0	0	0	0
	Transportation Planning Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Data Collection and Analysis														
	Transportation System Performance		0	0		0	0		0	0		0	0	0	0
	Travel Demand Modeling and Forecasting		0	0		0	0		0	0		0	0	0	0
	Federal Functional Classification System Updates and Monitoring		0	0		0	0		0	0		0	0	0	0
	Data Collection and Analysis Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Transportation Improvement Program (TIP)														
	TIP Development		0	0		0	0		0	0		0	0	0	0
	TIP Amendments		0	0		0	0		0	0		0	0	0	0
	Obligation Status Monitoring and Reporting		0	0		0	0		0	0		0	0	0	0
	Transportation Improvement Program (TIP) Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	RTPO Planning Duties (in addition to the above requirements)														
	Tribal Consultation												0	0	0
	Review of County, City, and Town Comprehensive Plans												0	0	0
	Review of Countywide Planning Policies Adopted under the GMA												0	0	0
	Participate in State Planning Activities (WSDOT modal and corridor plans)												0	0	0
	Analysis and Review of FAST Act Requirements												0	0	0
	RTPO Planning Duties Total										0		0	0	0
	UPWP TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sample Expenditures and Revenues by Fund Type Table

Expenditures and Revenue by Fund Type								
Federal Funds								
Funding Source	Program Administration	Transportation Planning	Data Collection and Analysis	Transportation Improvement Program	Total Estimated SFY 2021 Expenditures	Carry Forward from 2020	Total Estimated Revenue	Est. Carry Forward to 2022
FHWA PL								
Local Match 13.5%						N/A		
FTA 5303								
Local Match 13.5%						N/A		
FTA 5310								
FHWA STBG Planning Federal Funds								
Local Match 13.5%						N/A		
Total								
State Funds								
	Program Administration	Transportation Planning	Data Collection and Analysis	Transportation Improvement Program	Total Estimated SFY 2021 Expenditures	Carry Forward from 2020	Total Estimated Revenue	Est. Carry Forward to 2022
RTPO						N/A		N/A

Appendix B: Get to Know TRPO

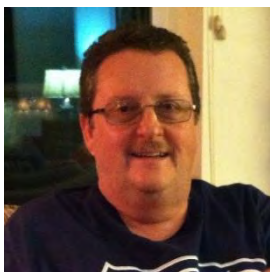


Doug Cox



Originally from Pittsburgh, Pennsylvania, Doug has called Washington home since 2004. Prior to coming to the Tribal and Regional Planning Office, Doug learned the joys of regional planning as the manager for the Island Regional Transportation Planning Organization. When not at work, he spends his time cycling around Olympia and hanging out with his two young children.

Cliff Hall



With over 18 years of experience working as a liaison between MPOs, RTPOs, and WSDOT, Cliff is our most seasoned regional coordinator. He's been instrumental in shepherding agreements, processing TIP amendments, establishing context, and providing astute "Cliffisms" that help this work move forward. Fun fact: Cliff is a talented guitar player and singer, focusing on classic rock and roll.

Megan Nicodemus

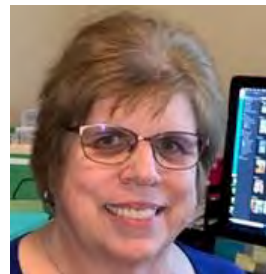
Megan is WSDOT's Tribal Liaison for the eastern portion Washington state. One quarter of Megan's time is spent helping TRPO work to improve and increase tribal coordination, facilitate the Tribal Transportation Planning Organization, and manage the National Tribal Transportation Facilities Inventory. While not assigned as a liaison to any particular organization, Megan is happy to help with tribal coordination issues for any of our partner MPOs and/or RTPOs. Megan has been with WSDOT since 2007 and a Washington state employee for over 20 years and she is an active member of the Coeur d'Alene Tribe.

Anna Ragaza-Bourassa



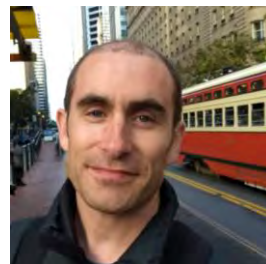
Anna is the newest member of the TRPO team, joining us in October of 2019! Prior to a brief stop in WSDOT's Eastern Region Planning Office, Anna was a key member of Spokane Regional Transportation Council's staff for more than 15 years. Anna spends most of her free time trying to keep up with her two sons and loves spending time at the lake.

Gail Renschler



Gail is TRPO's fiscal expert. In addition to processing invoices, reviewing balances, and obligating federal funding, she's the glue that keeps the team together. Her positive attitude and infectious smile inspire us all to serve you better. Gail has two grown sons, seven lively grandchildren and one sweet Dodge Challenger.

Gabe Philips



Gabe has been in the Tribal and Regional Planning Office since April of 2019. Before that he worked in WSDOT's Public Transportation Division, served as the "Senior Staff" for Skagit Council of Governments, and worked as a consultant. Gabe has four young children and his best hair days are behind him (those two facts could possibly be linked).

Regional Transportation Planning Activities with Federal Funding in the 2019-2022 Regional Transportation Improvement Program

Project Sponsor	Project ID	Project Title	Funding Source	Federal Funds	Total Cost of Planning Phase
Kitsap Transit	KT-49	South Base	FTA 5339	\$270,861	\$338,576
Kitsap Transit	KT-55	Gateway Center Planning	STP/UL	\$160,000	\$200,000
King County Metro	MET-219	KCM System Expansion Eighth Base	FTA 5307	\$1,601,335	\$2,001,669
Port Orchard	PO-10	Bay Street Pedestrian Pathway West, Situational Study	STP/UL	\$490,000	\$566,474
PSRC	PSRC-11	Rural Town Centers and Corridors - Planning and Capital Program	STP/UL	\$5,000,000	\$5,675,000
PSRC	PSRC-21	Regional Transportation Planning and Programming, FY19-21	STP/UL, FTA 5307	\$4,500,000	\$5,437,138
PSRC	PSRC-23	Regional Transportation Planning and Programming, FY22-23	STP/UL, FTA 5307	\$4,500,000	\$5,107,500
Tacoma	TAC-105	Links to Opportunity	FTA Discretionary	\$1,160,000	\$1,450,000

FY2020-21 Unfunded Work Elements of the 2020-2021 PSRC Budget/UPWP:

Data

Data Acquisition and research	<u>Pg. 64</u>
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Appendix D

PSRC Fiscal Years 2018 – 2019 Highlights

Fiscal Years 2018-2019 Highlights (July 1, 2017 – June 30, 2019)

The Puget Sound Regional Council's mission is to ensure a thriving central Puget Sound region now and into the future through planning for regional transportation, growth management and economic development. Following are brief highlights of the agency's major accomplishments during FY 2018-2019. For more information, please reference PSRC's 2017 and 2018 Annual Reports.

Growth Management

Developing the VISION 2050 plan

PSRC is conducting a major update to the region's long-range plan for growth, VISION 2050. Activities during this period included:

- **VISION 2050 scoping** – To help shape the VISION 2050 plan and environmental review, PSRC held a public scoping period from February 2 to March 19, 2018. PSRC sought out public comments through five public listening sessions, blog posts, and social media, and conducted a statistically valid survey of 2,000 of the region's residents. Following the scoping process, the Growth Management Policy Board led work to prepare and select the growth scenarios to be used for environmental analysis.
- **Environmental review of growth alternatives** – PSRC asked for public input on a Draft Supplemental Environmental Impact Statement (SEIS) from February to April 2019. This SEIS evaluated the environmental impacts of three growth alternatives for VISION 2050.
- **Developing the Draft VISION 2050 plan** – The Growth Management Policy Board led development of the draft VISION 2050 plan that includes a draft preferred Regional Growth Strategy alternative. The board used public comments, technical evaluation and board priorities to finalize the draft plan, scheduled for public release on July 19, 2019.

Regional Centers Framework Update

In March 2018, PSRC adopted an updated Regional Centers Framework, following an extensive public review process and coordination with stakeholders. The new Centers Framework:

- Encourages larger Regional Growth Centers to plan for more growth
- Creates a new path for designating Manufacturing Industrial Centers
- Provides an approach to re-designate existing regional centers
- Recognizes Major Military Installations
- Increases planning and performance for all centers

- Establishes guidelines to designate countywide centers

Plan Review

PSRC reviewed and certified three comprehensive plan updates, 14 resubmitted plans following a certification with conditions, and six regional center plans submitted by cities and counties within the region during this biennium. Staff worked closely with local governments and agencies to ensure that the plans are coordinated and meet regional and state requirements.

Regional Open Space Conservation Plan

The Regional Open Space Conservation Plan was completed in 2018 following a two-year process of technical development, outreach to stakeholders, and the work of an advisory committee. This innovative open space plan ties together information about existing open space and plans for conservation from across all four counties. The plan supports local conservation efforts and funding applications, provides guidance for new regional conservation actions, and supports the planning for VISION 2050.

Regional Planning Outreach and Events

- **Toolbox Peer Networking** – PSRC hosted events focused on best practices and resources for local planning and implementation. Topics covered during this period included:
 - Siting Facilities for Whole Communities
 - Parking and Housing Affordability
 - Social Equity
 - Housing Work Session
 - Land Use and Transportation Technology
 - Regional Transit Integration
 - Disaster Mitigation and Preparedness
 - NACTO Urban Street Design Guidelines
 - Final 50 Feet: Urban Delivery System
- **Building Transit/Building Opportunity** – This event in October 2017 explored new ways the region can make the most of new regional transit investments to create successful transit-oriented communities with housing affordable to all income levels.
- **Where We’re Growing: Planning Together for a Sustainable Region** – PSRC hosted this event in November 2017, with sessions on growth trends, housing affordability, transportation innovations and other planning topics.

Transportation Planning

Regional Transportation Plan

The Regional Transportation Plan was adopted by the PSRC General Assembly in May 2018. The plan maps how the region will meet transportation needs through 2040 and keep pace with expected growth. It outlines investments in highway, transit, rail, ferry, bicycle and pedestrian systems to support the safe and efficient movement of people and goods and support the region's long-term growth vision.

Regional Aviation Baseline Study

PSRC began work on a Regional Aviation Baseline Study, supported by a \$1.6 million grant from the Federal Aviation Administration. The study aims to provide a clear picture of the aviation activities and needs in the central Puget Sound region and set the stage for future planning. In June 2019, the agency released 2050 forecasts of unconstrained demand for commercial aviation, air cargo and general aviation. Throughout the project, PSRC staff is conducting outreach to airport communities and airports in the region to share information and gather feedback. The study will be completed in fall 2020.

Transit integration

PSRC published Transit Integration reports in 2017 and 2018 documenting transit coordination activities underway and anticipated in the central Puget Sound region.

PSRC Funding and Transportation Improvement Program

PSRC maintained the Regional Transportation Improvement Program to ensure transportation projects meet clean air requirements and help achieve the region's transportation goals. Major activities during FY 2018-2019 included:

- Adopting the Policy Framework for PSRC's federal funds in January 2018, which established the policy guidance and procedures for PSRC's 2018 funding process.
- Completing the 2018 project selection process for \$533 million in PSRC's federal funds, leading to the adoption of the 2019-2022 Regional Transportation Improvement Program in October 2018.
- Conducting the project selection processes for other funding programs, including:
 - 2019 Rural Town Centers and Corridors Program

- Special needs transportation
- Annual contingency funding processes
- Continuing to maintain and enhance the project-tracking system to monitor progress of projects receiving PSRC's federal funds.
- Maintaining and improving the Regional TIP database and web map
- Conducting air quality analysis for the TIP

Regional Economic Development Planning

The Central Puget Sound Economic Development District (EDD) and the Puget Sound Regional Council continued to work with partners on initiatives to strengthen the region's global competitiveness and increase economic opportunity.

Washington State Space Economy Report

PSRC released the *Washington State Space Economy* report in September 2019. This study of the region's space sector was developed to help industry leaders, elected officials, policy makers, and local economic development professionals strengthen and support the commercial space sector.

Boeing's New Midmarket Aircraft, the NMA

PSRC board members and staff worked closely with regional and state leaders on efforts to secure design, production and final assembly of Boeing's new jet. PSRC provided staff support to Governor Inslee's Choose Washington NMA Council, which released an independent Aerospace Competitive Economics Study that showed Washington state as the most competitive location for aerospace manufacturing.

Regional Data and Analysis

Data, Modeling and Technical Support

PSRC staff continued to offer high quality data and modeling to the region's jurisdictions and to support major regional planning efforts, including the Regional Transportation Plan and VISION 2050. PSRC collected and analyzed data to support regional and local planning needs, including population, housing and employment estimates, American Community Survey products, and

Geographic Information Systems products. PSRC maintained four primary models that forecast future land use and travel conditions:

- A macroeconomic model of the four-county region
- UrbanSim land use modeling suite
- Travel demand model known as 4K
- SoundCast activity-based travel model

2050 Regional Forecast of Population and Jobs

PSRC released the first regional macroeconomic forecast to the year 2050, which showed the region will grow to 5.8 million people and 3.4 million jobs. This regional forecast provides inputs to PSRC's suite of models and analytical tools. It also establishes the future growth assumptions used to develop the VISION 2050 plan.

Puget Sound Household Travel Survey

PSRC began a new wave of the Puget Sound Travel Survey in spring 2019. This survey gathered information on the travel behavior of thousands of residents in the region. PSRC conducted similar studies in 2014, 2015, and 2017. The 2019 survey will provide up-to-date information and will also help planners understand changing needs over time.

Regional Parking Inventory

PSRC conducted an update to the Regional Parking Inventory, updating data on accessible off-street parking in key business districts in the region, including information on parking capacity, occupancy, rate, and parking type. The data collection team used new online and app-based research methods, which shortened the collection time in the field significantly without impacting the quality of data collected. The parking data is an input to regional modeling and transportation analysis.

Puget Sound Trends

PSRC produced 19 issues of Puget Sound Trends during FY 2018-2019. These are short summaries of current data trends with data visualizations and brief analysis. Topics included transit ridership, population, employment, Sea-Tac Airport passenger volumes, vehicle miles traveled, and ferry ridership. PSRC also shared data in blog posts and in the PSRC Executive Director's e-newsletter.

Administrative Services

Federal Certification Review: PSRC successfully met the requirements of a certification review by the Federal Highway Administration and Federal Transit Administration in 2018. There were no corrective actions. The certification report included commendations for PSRC's work, including coordination with members and outreach to tribes, a well-established competitive process for allocating discretionary FTA and FHWA funds, incorporating equity into the overall work program and more.

Accounting and Finance

Clean audits: In 2017 and 2018, PSRC received clean annual audits. The audits covered the financial statements for both PSRC and the Central Puget Sound Economic Development District, and accountability and federal grant compliance for PSRC. PSRC also received Distinguished Budget Awards in 2017 and 2018 from the Government Finance Officers Association.

Human Resources

PSRC works to ensure the agency continues to have a talented, diverse workforce. The agency annually reviews affirmative action plans. PSRC conducted its first employee survey in fall 2018. Based on the responses, the agency scheduled on-site training available to all staff on goal setting and presentation skills and continued to encourage staff to explore other training opportunities relevant to their work and goals for professional growth. PSRC annually updates the Leadership Continuity plan, identifying the short-term and long-term career goals of key staff members. PSRC staff complete performance evaluations on an annual and semi-annual basis.

Information Systems

PSRC's IT staff and consultants completed migration of data and applications to the Cloud, providing flexible computing resources, more stable and predictable cost budgeting, and robust business continuity resilience. PSRC staff can now work from anywhere with a computer and an Internet connection, accessing all PSRC applications and data just as if they were at their desks in the office.

The new cloud computing platform was used by the PSRC modeling staff for their work in support of the Regional Transportation Plan update, taking advantage of the scalability and flexibility of cloud computing to maximize productivity and reduce turn-around time for complex analysis and modeling.

PSRC administrative, communications and IT staff completed procurement and began training and implementation of an updated audio/video web streaming and agenda management tool for board meetings.

Information Center

The Information Center worked to ensure efficient access to agency information by answering reference questions, distributing agency publications in print and via the website, and responding to public disclosure requests.

Communications

PSRC produced a variety of communications and outreach materials, including blog posts, social media, presentations, display boards for public meetings, email newsletters, website resources and news releases, to engage member jurisdictions, community groups, organizations, businesses, residents, and other interests in regional planning activities.

Improving accessibility of digital information: PSRC has been working to improve accessibility of the agency's online resources, including the website and electronic documents. Staff participated in training on making documents accessible for people who use screen readers, have lower vision or have other special needs.

Public Participation Plan: PSRC updated the plan in 2018 to reflect current practices for public involvement and interagency consultation. The plan includes expanded social media on Facebook and Twitter, increased use of the blog, updated State Environmental Policy Act procedures, and additional translation services.

Title VI: PSRC continued to evaluate Title VI activities throughout the agency and provided an annual report on Title VI compliance to the Washington State Department of Transportation.

VISION 2040 Awards Program: The agency conducted its annual awards program in 2018 and 2019, honoring innovative projects, programs and plans that help achieve the region's VISION 2040 growth strategy.

Workshop for Newly Elected Officials: In January 2018, PSRC conducted its biennial workshop for newly local elected officials focusing on regional issues and how local officials can engage in regional efforts.



Appendix E

Glossary of Financial Terms

Frequently Used Acronyms

Glossary of Financial Terms

Accounting System – The total set of records and procedures that are used to record, classify, and report information on the financial status of an entity or fund during a specific time period. PSRC uses Microsoft's Dynamics SL accounting software for almost all of its accounting. This is a computerized, integrated accounting system that provides the basic financial information and detailed reporting. In addition, PSRC uses excel spreadsheets for additional reporting, particularly for reconciliation and analysis of accounting information.

Accrual Basis – A basis of accounting in which transactions are recognized at the time they are incurred, as opposed to when cash is received or spent.

Approved Budget – The official expenditure plan of PSRC as authorized by the General Assembly for a specified Biennium.

Amended Budget – A budget that includes PSRC and granting agencies authorized changes to the original adopted budget.

Balanced Budget – A balanced budget is defined where PSRC's estimated expenditures match PSRC's estimated available revenue. PSRC cannot plan to spend more than is available.

Benefits – Federal and State mandated employee benefits and other Regional Council approved programs such as health insurance, dental, retirement, etc. PSRC is a member of the Washington State Department of Retirement Systems (DRS).

Capital Budget – A financial plan for projected capital projects (i.e., a building) containing estimated expenditures and revenues to cover those expenditures for a specified period of time.

Contingency – Unallocated appropriations for unanticipated expenditures.

Direct Costs – Expenses specifically traceable to specific goods, services, or programs. Direct expenses differ from indirect expenses in that the latter cannot be specifically traced and so must be allocated on a systematic and rational basis.

DRS – The Washington State Department of Retirement Systems, of which most state employees, school districts, political subdivisions, and council of governments in Washington are members.

Encumbered Carryforward – A reserve of financial resources for work in a prior year that are brought forward to a subsequent fiscal year.

Expenditures – The total amount of funds paid out by PSRC to acquire various goods and services.

Fiscal Year (FY) – The period designated for the beginning and ending of transactions. PSRC sets this period as beginning July1 and ending June 30.

Fringe Benefits – Non-salary employee compensation.

Full Time Equivalent Positions (FTE's) – The amount of staff resources dedicated to a function converted to a decimal equation related to a full time position. PSRC budgets 1832 hours for a full time position with the remaining hours attributed to Holidays or Personal Time Off which is budgeted under benefits.

Fund – A fiscal and accounting entry with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities or balances, and changes therein, are recorded and segregated to carry on specific activities to attain certain objectives in accordance with special regulations, restrictions, or limitations.

Fund Balance – The amount of resources remaining in a fund when revenues exceed expenditures.

Funds – An accounting entity with a self-balancing set of accounts in which financial resources, related liabilities and residual equity or balances, are recorded and segregated for specific activities or to attain certain objectives in accordance with regulations, restrictions, or limitations.

General Fund – This fund is used to account for the general operations and activities of PSRC not requiring the use of other funds.

General Assembly – The governing body of the PSRC made up of all mayors, county executives, commissioners, and councilmembers of PSRC member jurisdictions which meets at least annually to vote on major decisions, establish the budget and elect new officers.

Generally Accepted Accounting Principles – Generally Accepted Accounting Principles (GAAP) which refer to a set of standard accounting rules and procedures used by governmental agencies to account for the receipt and expenditures of funds.

Grant – A contribution by a government or other organization to support PSRC programs as authorized by the General Assembly.

Indirect Cost – Those elements of cost necessary in the production of a good or service which are not directly traceable to the product or service. Usually these costs relate to objects of expenditure that do not become an integral part of the finished product or service, such as rent, insurance, and audit services. PSRC files an indirect cost plan annually with the Federal Transportation Administration. Approval of this plan, allows PSRC to be reimbursed throughout the year at the approved rate.

In-Kind Contributions – Match requirements met by non-monetary means.

Line-Item Budget – A traditional budget format. Costs included in a line-item budget include items such as personnel, benefit costs, indirect costs (overhead), direct, and consultants that are allocated to specific program functions.

Modified Accrual – A method for recording the receipt and expenditure of funds in which revenues are recorded when the amount becomes measurable and available to pay current liabilities and expenditures are recorded when the liability is actually incurred.

One-time – Refers either to revenues or expenditures and denotes budget items that will only have an impact for one fiscal year.

Ongoing – Refers either to revenues or expenditures. Ongoing items are expected to impact budgets for several years, if not indefinitely.

Operating Budget – A financial plan for providing day to day cost of performing PSRC programs for a specified period of time, usually a biennial period.

Paratransit – Any type of public transportation that is distinct from conventional transit, such as flexibly scheduled and routed services such as airport limousines, carpools, etc.

Performance Measure – A target or result to accomplish during a one-year time frame (or other time frame as noted) which is specific, measurable, realistic, and consistent with overall departmental and organizational goals. Data is subsequently collected to determine how effective or efficient a program is in achieving its overall goals.

Personnel Cost – A category of expenditures for employee salaries and related taxes benefits.

Program – An organized set of activities directed toward a common goal proposed by an organization to carry out its responsibilities.

Program Budget – A budget that shows all costs related to providing a particular program.

Restricted Reserves – Resources including monies, the use of which is restricted by legal or contractual requirements.

Revenues – The gross income received by PSRC to be used for the provision of programs.

Special Revenue Funds – These funds account for the use of revenues earmarked for a particular purpose.

Task – A task is the lowest level in the PSRC Unified Planning and Work Program (UPWP) and Biennial Budget structure. The most specific service performed for the purpose of accomplishing a program for which PSRC is responsible.

Unencumbered Carryforward – Grant award available to pay current or future fiscal year expenditures.

Unified Planning Work Program and Budget - The UPWB and Biennial Budget is prepared biennially by PSRC program staff to describe the regional planning activities that will be conducted during the coming biennium. The report highlights the accomplishments of the prior biennium and identifies the goals, objectives, and new projects that PSRC will pursue in the new biennium.

The UPWP details the regional activities that PSRC conducts and coordinates with federal and state grantors and local participating agencies. Information about how these planning activities will be administered is included in the UPWP and Biennial Budget.

Frequently Used Acronyms

Organizations

AMPO – Association of Metropolitan Planning Organizations
AMPORF – Association of Metropolitan Planning Organizations Research Foundation
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
GFOA – Government Finance Officers Association
NACSLB – National Advisory Council on State and Local Budgeting
OFM – Office of Financial Management
PSRC – Puget Sound Regional Council
RSC – Regional Staff Committee
WSDOT – Washington State Department of Transportation

Committees

BPAC – Bicycle/Pedestrian Advisory Committee
FAST – FAST Freight Advisory Committee
FMRT – Freight Mobility Roundtable
GMPB – Growth Management Policy Board
LUTAC – Land Use Technical Advisory Committee
MUG – Model Users Group
RFPC – Regional Food Policy Council
RPEC – Regional Project Evaluation Committee
RSC – Regional Staff Committee
RTF – Regional Technical Forum
RTOC – Regional Traffic Operations Committee
RTOD – Regional Transit-Oriented Development Committee
SNTC – Special Needs Transportation Committee
TOC – Transportation Operators Committee
TPB – Transportation Policy Board

Growth Related Terms

FLU – Future Land Use
GTC – Growing Transit Communities
LUV – Land Use Vision
MPP – Multicounty Planning Policies
MPO – Metropolitan Planning Organization
RGS – Regional Growth Strategy
ROSS – Regional Open Space Strategy
SEPA – State Environmental Policy Act

Transportation Related Terms

CMP – Congestion Management Process
CTR – Commute Trip Reduction
FAC – Freight Advisory Committee

FAST ACT– Fixing America’s Surface Transportation Act
FAF – Freight Analysis Framework
HOV – High Occupancy Vehicle
ITS – Intelligent Transportation System
LOS – Level of Service
MAP-21 – Moving Ahead for Progress in the 21st Century
RTPO – Regional Transportation Planning Organization
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STBGP – Surface Transportation Block Grant Program
TDM – Transportation Demand Management
TIP – Transportation Improvement Plan
TOD – Transit Oriented Development
WSF – Washington State Ferries
WTP – Washington Transportation Plan

Economic Related Terms

CPSEDD – Central Puget Sound Economic Development District
EDA – Economic Development Administration
IRBC – International Regional Benchmarking Consortium
RES – Regional Economic Strategy

Data Terms

CTPP – Census Transportation Planning Package
GIS – Geographic Information System
LiDAR – Light Imaging, Detection and Ranging

Miscellaneous

CFR – Code of Federal Regulation
CY – Calendar Year
FY – Fiscal Year
GMA – Growth Management Act
RCW – Revised Code of Washington
UPWP – Unified Planning and Work Program
USC – United States Code
WAC – Washington Administrative Code