



Puget Sound Regional Council

Executive Board

Thursday, September 28, 2023 • 10:00 – 11:30 AM

Hybrid Meeting - PSRC Board Room – 1011 Western Avenue, Suite 500, Seattle, 98104

Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 850 4362 9010, Passcode: 359809

Provide public comment

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

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

1. **Call to Order and Roll Call (10:00)** – *Mayor Becky Erickson, President*
2. **Communications and Public Comment**
Public comment must relate to an action or discussion item on the agenda.
3. **President's Remarks**
4. **Executive Director's Report**
5. **Committee Report**
 - a. Operations Committee – *Executive Dave Somers, Vice President*
6. **Consent Agenda - Action Item (10:20)**
 - a. Approve Minutes of Meeting held July 27, 2023
 - b. Approve Vouchers Dated June 30, 2023, through August 28, 2023, in the Amount of \$2,475,547.01
 - c. Approve Biennial Budget and Work Program Amendment (FY2024-2025)
 - d. Approve Contract Authority for Office Move Related Expenses
 - e. Adopt 2023 Amendment to PSRC's Title VI Plan
 - f. Approve Contract Authority for Participation in the Regional Transit Equity Summit

- g. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program
- h. Approve a Change in Regional Transportation Plan Project Status for Four Projects
- i. Approve FTA Project Tracking Extension and Scope of Change
- j. Approve Certification of Pierce County Countywide Planning Policies
- k. Approve Non-voting Seats on the Transportation Policy Board and Growth Management Policy Board

7. Discussion Item (10:30)

- a. Washington State Ferries Presentation – *Nicole McIntosh, Deputy Assistant Secretary, WSF*

8. Discussion Item (10:50)

- a. Regional Safety Plan Draft Scope of Work – *Gary Simonson, PSRC*

9. Discussion Item (11:15)

- a. Recommendations to the 2024 Washington State Legislature – *Robin Koskey, PSRC*

10. Other Business

11. Next Meeting: Thursday, October 26, 2023, 10 – 11:30 AM. In-Person attendance encouraged.

We will continue to offer hybrid meeting options but encourage board members to attend in-person quarterly. Lunch will be served following the meeting.

12. Adjourn (11:30)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Sheila Rogers, e-mail srogers@psrc.org or mail.

For language or ADA assistance at PSRC board meetings, please contact us at (206) 464-7090 at least 72 hours in advance of the meeting. For TTY-based telecommunications relay service dial 711.

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



September 7, 2023

Recommend Approval of Non-voting Seats on the Growth Management Policy Board

The board recommended that the Executive Board adopt the proposed changes to the composition of non-voting seats for the Growth Management Policy Board. The recommended changes include a permanent seat to be shared by four Public Health Agencies and a seat for the Equity Advisory Committee. Another change includes altering the structure of eight non-voting seats to “up to six” seats. The recommended changes include recruitment on an as-needed basis, rather than three-year staggered terms on a once-a-year schedule. The initial proposal included consolidating the nonvoting community/environment and Business/Labor seats into a single category labeled “Civic Representative”. The board recommended the proposed set of changes, with an amendment to maintain distinct categories for business/labor and community/environment. The Executive Board will take final action on the revised structure at its September meeting. [View video.](#)

For more information, contact Josh Brown at 206-464-7515 or jbrown@psrc.org.

Recommend Approval of Pierce County Countywide Planning Policies Certification

The board recommended that the Executive Board certify that the countywide planning policies for Pierce County are consistent with the VISION 2050 multicounty planning policies and the Regional Transportation Plan. On May 17, 2022, Pierce County and its cities adopted and ratified a major update to countywide planning policies. PSRC then reviewed planning policies based on a comparative analysis of other multicounty planning policies and made sure they aligned with the goals of the Regional Growth Strategy. The Executive Board will decide to certify the countywide planning policies for Pierce County at its September meeting. [View presentation.](#)

For more information, contact Liz Underwood-Bultmann at LUnderwood-Bultmann@psrc.org.

Climate Grants

The Department of Commerce provided the board with information about the available state climate planning grants. Commerce's climate lead, Sarah Fox, briefed the board on the \$30 million available in statewide climate planning grants for the 2023-2025 biennium. Cities and counties are eligible for funding if their planning activities are climate planning related. The current application window closes on October 31, 2023. [View presentation.](#)

For more information, contact Sarah Fox at GMSClimate@commerce.wa.gov or Paul Inghram at pinghram@psrc.org.

Affordable Housing Developer Outreach

Staff provided an overview of the findings from affordable housing developer outreach and asked for feedback from the board. In 2021, House Bill 1220 amended the Growth Management Act to require local governments to fully document barriers and strategies to address housing needs at all income levels. PSRC developed a questionnaire and conducted focus group interviews of affordable housing developers to focus on the barriers and opportunities to develop affordable housing in communities. Key feedback from participants focused on zoning, mandatory standards, public opposition, and other factors influencing the cost and complexity of developing housing. PSRC will circulate the published document to jurisdictional partners, respondents, and representatives. [View presentation.](#)

For more information, contact Liz Underwood-Bultmann at LUnderwood-Bultmann@psrc.org or Paul Inghram at pinghram@psrc.org.

Equity Advisory Committee Report

The board asked questions and provided feedback on the progress of staff and the Equity Advisory Committee's regional equity work and the Regional Equity Strategy. The Equity Advisory Committee has been working on the Equity Pilot Program. From June to August, the EAC joined staff meetings to implement suggestions shared by the committee and design the Equity Pilot. Soon after, staff will release the pilot program and review which projects were recommended by the EAC. At the end of the year, the EAC will review the pilot program, discuss what went well, and share recommendations for the next project selection process. In December, the Board will review the EAC's recommendations on how to improve project selection and then adopt the framework in January 2024. [View presentation.](#)

For more information, please contact Charles Patton at cpatton@psrc.org or Paul Inghram at pinghram@psrc.org.

Data Trends

Staff provided a background report on the latest trends in the Puget Sound region. Trends in Climate show transit boardings in 2023 are 65% of pre-pandemic levels (2019-Feb 2020), electric vehicle ownership is growing, and people of color use transit at a higher rate. Examining safety data trends, Seattle is one of the “safer” metropolitan regions, but serious injuries and traffic-related deaths are increasing and disproportionately impact people of color. Seventy-seven of the 82 places in the region have had at least one serious or fatal collision since 2018, and most collisions occur near transit and schools. The report finished with the region’s growth trends. PSRC is still growing as a region and housing production is at a 20-year high. Rental costs continue to climb while home prices are slightly down from all-time highs. Wages are above pre-pandemic levels, and unemployment remains steady. [View presentation.](#)

If you have any questions, contact Craig Helmann at chelmann@psrc.org.



September 6, 2023

Recommendations to the 2024 Washington State Legislature

Staff briefed the board on the process to develop PSRC's legislative priorities and sought feedback on potential legislative policy items. Similar to PSRC's [Recommendations to the 2023 State Legislature](#), the agency is proposing a framework of keeping the region moving; increasing housing choices and affordability; significantly reducing greenhouse gas emissions; and sustaining a strong economy. The Equity Advisory Committee, the Growth Management Policy Board, and the Transportation Policy Board will be briefed on the priorities in October, and the Executive Committee will propose the Executive Board adopt the legislative agenda at the December meeting. [View video](#) and [presentation](#).

For more information, contact Robin Koskey at Rkoskey@psrc.org or 206-798-4462.

Military and Defense Sector Economic Impact Analysis

The board was provided an overview of South Sound Military & Communities Partnership's (SSMCP) economic development work, which includes the Joint Base Lewis-McChord (JBLM) Regional Economic Impact Analysis and the upcoming statewide Military and Defense Sector Economic Impact Analysis. The South Sound Military & Communities Partnership is a membership organization that focuses on the intersection of issues between local government and the Joint Base Lewis-McChord military community. The JBLM Regional Economic Impact Analysis highlights JBLM as a vital economic driver in Pierce and Thurston counties. The total economic impact attributed to JBLM includes over 85,000 jobs, \$5 billion in labor income, and \$5.6 billion in total output, deeming JBLM of critical importance to maintaining a stable state and regional economy. Funded through the state in the 2023 legislative session, SSMCP is facilitating a statewide Military & Defense Sector Economic Impact Analysis in 2024. [View presentation](#).

For more information, contact Jason Thibedeau, Economic Development Program Manager, at jthibedeau@psrc.org or (206) 389-2879.

PSRC Equity Tracker

The board was briefed on PSRC's work to develop an Equity Tracker, centered on the policy goals from VISION 2050. The tracker will use data to help measure the well-being of different communities in our region and track our progress on equity-related goals and policies to hold PSRC and others accountable as we work towards equity within the region. The Equity Tracker is an important component of the Regional Equity Strategy and will enhance PSRC's ability to support members and stakeholders in pursuit of their own equity objectives. PSRC staff plans to have the first publicly available version of the tool available by late 2023/early 2024. [View presentation.](#)

For more information, contact Brian H. Y. Lee, Ph.D. at BLee@psrc.org or Mary Richards at MRichards@psrc.org.



Puget Sound Regional Council

MINUTES

**Puget Sound Regional Council Executive Board
Thursday, July 27, 2023
Hybrid Meeting, PSRC Board Room**

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:00 AM by Mayor Becky Erickson, PSRC President. A video of the meeting was streamed live as well as recorded and will be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live to the meeting. Roll call determined attendance and that a quorum was present.

COMMUNICATIONS AND PUBLIC COMMENT

The following person provided public comment:

- Alex Tsimerman

PRESIDENT'S REMARKS

President Becky Erickson commented that it was great to see so many board members in-person at today's meeting. She stated that a networking lunch will follow the meeting, followed by a sneak peek at PSRC's new office space located at 1201 3rd Avenue.

President Erickson reported on the following changes in members for the Executive Board:

- Councilmember John Clauson is the new alternate for Port Orchard replacing Jay Rosapepe.
- Commissioner Katie Walters is the new alternate for Kitsap County replacing Robert Gelder.
- Commissioner Jim Restucci is the new alternate for the Washington State Transportation Commission, replacing Jerry Litt.

COMMITTEE REPORTS

Included in the agenda packet were reports on the Transportation and Growth Management Policy Boards.

CONSENT AGENDA

ACTION: It was moved and seconded to:

- a. Approve Minutes of Meeting held June 22, 2023
- b. Approve Vouchers Dated May 31, 2023, through July 3, 2023, in the Amount of \$1,386,922.77
- c. Approve PSRC FY 2024 Indirect Cost Rate Proposal
- d. Approve Contract Authority for On-Call GIS/IT Support for FY2024-2025
- e. Approve Contract Authorization to Purchase Cellular Phone Service
- f. Approve Contract Authority to Purchase Internet and Telephone Services
- g. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program
- h. Approve Change in Regional Transportation Plan Project Status for Ten Projects
- i. Approve Allocation of Remaining FFY 2022 FTA Funding
- j. Approve Certification of King County Countywide Planning Policies

The motion passed unanimously.

DISCUSSION ITEM

Equity Advisory Committee Update

Julius Moss and Shannon Turner, Equity Advisory Committee (EAC) co-chairs, provided an update on the work of the Equity Advisory Committee including progress on the Regional Equity Strategy. In addition, the Equity Advisory Committee has been providing feedback on the development of the new Equity Pilot Program, expected to be released in September. At the end of the year, the EAC will review the pilot program, discuss what went well, and share recommendations with the board for the next project selection process.

Transportation Safety and Climate Updates

Kelly McGourty, PSRC Director of Transportation Planning, provided updates on the transportation safety and climate work programs. The agency held its first ever Regional Safety Summit on June 29 to discuss the state of road safety in the Puget Sound region and how to move forward under a Safe System Approach. PSRC also received a \$4.9 million grant under the first round of funding from the new Safe Streets and Roads for All (SS4A) grant program to support the development of a Regional Safety Plan and provide administrative oversight to six member jurisdictions to develop their own local

safety plans. Additional grant funding is being pursued through the second round of the SS4A program to support ten additional jurisdictions. Staff also briefed the board on activities under the climate work program, including the upcoming convening of an expert review panel and various partnership projects with the Puget Sound Clean Air Agency and others.

Puget Sound Data Trends

Craig Helmann, PSRC Director of Data, provided a background report on the latest trends in the Puget Sound region. Transit boardings in 2023 are 65% of pre-pandemic levels (2019-Feb 2020), electric vehicle ownership is growing, and people of color use transit at a higher rate. Examining safety data trends, Seattle is one of the “safer” metropolitan regions, but serious injuries and traffic-related deaths are increasing and disproportionately impact people of color. Seventy-seven of the 82 places in the region have had at least one serious or fatal collision since 2018, and most collisions occur near transit and schools. The report finished with the region’s growth trends. PSRC is still growing as a region and housing production is at a 20-year high. Rental costs continue to climb while home prices are slightly down from all-time highs. Wages are above pre-pandemic levels, and unemployment remains steady.

INFORMATION ITEM

Included in the agenda packet was a New Employee Status Report and a save the date for the *From Pandemic to Prosperity: Downtowns Reimagined* session, September 29 – In-person and virtual Panels: 9 AM – 12 PM and In-person walking tour: 1:30 – 3:30 PM.

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The board will next meet on Thursday, September 28, 2023, from 10:00 – 11:30 AM. This will be a hybrid meeting.

ADJOURN

The meeting adjourned at 11:41 AM.

Adopted this 28th day of September 2023.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

Attachment:
eb2023-jul27-Attendance.pdf

Executive Board - July 27, 2023*Members and Alternates that participated for all or part of the meeting included:*

		Present
King County	EXC Dow Constantine	1
	CM Claudia Balducci	
	CM Joe McDermott Alt	
	CM Jeanne Kohl-Welles Alt	
Seattle	MYR Bruce Harrell	
	CM Andrew Lewis	1
	CM Tammy Morales	
	CM Dan Strauss	
	CM Teresa Mosqueda Alt	
Bellevue	CM Alex Pedersen Alt	
	MYR Lynne Robinson	1
Federal Way	DPT MYR Jared Nieuwenhuis Alt	
	MYR Jim Ferrell	
Kent	Vacant Alt	
	MYR Dana Ralph	1
Kirkland	CM Toni Troutner Alt	
	MYR Penny Sweet	1
Renton	DP MYR Jay Arnold Alt	
	MYR Armondo Pavone	1
Redmond	CM James Alberson, Jr. Alt	
	MYR Angela Birney	1
Auburn	CM Jessica Forsythe Alt	
	MYR Nancy Backus	1
Other Cities/Towns in King County	CM Larry Brown Alt	1
	CM Chris Roberts, Shoreline	1
	MYR Jeff Wagner, Covington	
	CM James McNeal, Bothell	
	MYR Mary Lou Pauly, Issaquah Alt	1
	MYR Jan Molinaro, Enumclaw Alt	1
Kitsap County	MYR Rob McFarland, North Bend Alt	1
	COM Charlotte Garrido	1
Bremerton	COM Katie Walters Alt	
	MYR Greg Wheeler	1
Port Orchard	CM Jeff Coughlin Alt	
	MYR Rob Putaansuu	
Other Cities/Towns in Kitsap County	CM John Clauson	1
	MYR Becky Erickson, Poulsbo	1
	CM Joe Deets, Bainbridge Island	1
Pierce County	EXC Bruce Dammeier	1
	CM Ryan Mello	1
	CM Dave Morell Alt	
Tacoma	DP MYR Krstina Walker	1
	CM Keith Blocker Alt	
Lakewood	CM Don Anderson	1
	CM Linda Farmer Alt	
Other Cities/Towns in Pierce County	MYR Pro Tem Javier Figueroa, University Place	
	DP MYR Ned Witting, Puyallup Alt	
Snohomish County	EXC Dave Somers	1
	CM Sam Low	1
	CM Jared Mead Alt	
Everett	MYR Cassie Franklin	
	CM Don Schwab Alt	
Other Cities/Towns in Snohomish County	MYR Barbara Tolbert, Arlington	1
	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
	MYR Mason Thompson, Bothell Alt	1
Port of Bremerton	COM Axel Strakeljahn	1
	COM Cary Bozeman Alt	
Port of Everett	COM David Simpson	1
	COM Glen Bachman Alt	
Port of Seattle	COMM Sam Cho	1
	COMM Toshiko Hasegawa Alt	
Port of Tacoma	COM Dick Marzano	1
	COMM Kristin Ang Alt	
Washington State Department of Transportation	Secretary Roger Millar	1
	Julie Meredith Alt	1
Washington State Transportation Commission	COMM Nicole Grant	1
	COMM Jim Restucci Alt	



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Vouchers Dated June 30, 2023, through August 28, 2023, in the Amount of \$2,475,547.01**

IN BRIEF

Two representatives of the Operations Committee review and sign off on the vouchers. In accordance with RCW 42.24.080, following the Operations Committee's review, the Executive Board approves the vouchers.

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>	<u>TOTALS</u>
07/05/23 – 08/28/23	AP Vouchers	\$ 1,084,235.11
06/30/23 – 08/15/23	Payroll	\$ 1,391,311.90
		<hr/> \$ 2,475,547.01

For additional information, please contact Andrew Werfelmann at 206-971-3292; email awerfelmann@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Biennial Budget and Work Program Amendment (FY2024-2025)**

IN BRIEF

PSRC has prepared this routine budget amendment to update the amount of various estimated revenues and associated expenses that have been identified since the budget was adopted in May 2023.

RECOMMENDED ACTION

Recommend that the Executive Board approve the proposed budget and work program amendment, increasing the budget by an additional \$9,765,000 as outlined in the discussion below.

BUDGET IMPACT

The proposed work program amendment would increase the July Amended Biennial Budget and Work Program by \$9,765,000 from \$35,074,000 to \$44,839,000. This increase includes carryforward of consultants and direct costs from the previous biennium. For the details see discussion and attached tables.

DISCUSSION

The proposed amendment includes the following changes:

Update Revenue Comparison by Source on Tables 1 and 4, to reflect differences between estimated revenues and actual revenues. (Please see attached updated Tables 1 and 4.)

- Increase Carryover PSRC by \$9,765,000 to reflect actual carryover from FY23.

Update Expenditures shown on Tables 2 and 3 (please see attached) as follows:

- Increase consultant by \$2,735,000 to reflect carryover contracts and subawards from FY2023.
- Increase Encumbrance by \$7,030,000 to reflect work anticipated beyond the biennial budget period.

Tables 1 – 7 have also been amended to reflect these changes. (Please see attached)

Insert Table 8 – Carryover funds from FY2023. (Please see attached)

For more information, please contact Andrew Werfelmann at (206) 688-8220, or awerfelmann@psrc.org.

Attachments:

A - Tables 1-8

Table 1 - Revenue Comparison Summary

Basic Funding	Sept 23 Amended Biennial FY2024-2025	July 23 Amended Biennial FY2024-2025	Variance
State	\$1,506,000	\$1,506,000	\$0,000
Federal	\$19,890,000	\$19,890,000	\$0,000
Local Funds, EDD and Service Income	\$5,232,000	\$5,232,000	\$0,000
Carryover (a)	\$17,961,000	\$8,196,000	\$9,765,000
State/Federal/Local Anticipated	\$150,000	\$150,000	\$0,000
Tenant Allowance	\$100,000	\$100,000	\$0,000
Total	\$44,839,000	\$35,074,000	\$9,765,000

Table 2 - Expenditure Comparison Summary

Basic Funding	Sept 23 Amended Biennial FY2024-2025	July 23 Amended Biennial FY2024-2025	Variance
Salaries (b)	\$14,408,000	\$14,408,000	\$0,000
Benefits (c)	\$7,850,000	\$7,850,000	\$0,000
Overhead	\$4,251,000	\$4,251,000	\$0,000
s+b+oh	\$26,509,000	\$26,509,000	\$0,000
Direct	\$1,033,000	\$1,033,000	\$0,000
Consultant	\$7,517,000	\$4,782,000	\$2,735,000
Anticipated	\$150,000	\$150,000	\$0,000
Encumbered for Future Work	\$7,200,000	\$170,000	\$7,030,000
Contingency Reserve PSRC	\$2,431,000	\$2,431,000	\$0,000
Total	\$44,839,000	\$35,074,000	\$9,765,000

Table 3 - Staffing Comparison by Task

	Sept 23 Amended Biennial FY2024-2025	July 23 Amended Biennial FY2024-2025	Variance
Planning Management	5	5	-
Regional Growth Planning	6	6	-
Transportation Planning	16	16	-
Subtotal Planning	27	27	-
Economic Development District	1	1	-
Data	20	20	-
Council Support	3	3	-
Communications	6	5	1
Administrative Services (d)	14	15	(1)
Total	71	71	-

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 per year and a \$100,000 allowance for salary survey adjustments.
- (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.

Table 4 - Revenue Comparison by Source

Basic Funding	Sept 23 Amended Biennial FY2024-2025	July 23 Amended Biennial FY2024-2025	Variance
Grant and Local Revenue			
Planning funds			
Regional Transportation Planning Org	\$1,506,000	\$1,506,000	\$0,000
Federal Transit Administration (MPO) and	\$4,234,000	\$4,234,000	\$0,000
Federal Highway Administration (MPO)	\$10,756,000	\$10,756,000	\$0,000
Subtotal Planning funds	\$16,496,000	\$16,496,000	\$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	\$3,716,000	\$3,716,000	\$0,000
EDD Membership Dues (a)	\$326,000	\$326,000	\$0,000
Subtotal Membership Dues	\$4,042,000	\$4,042,000	\$0,000
Transit Agency Dues	\$1,191,000	\$1,191,000	\$0,000
Subtotal Local Funding	\$5,232,000	\$5,232,000	\$0,000
Grant and Local Revenue Subtotal	\$26,429,000	\$26,429,000	\$0,000
Project Specific Revenue			
Space Sector Study Support	\$0,000	\$0,000	\$0,000
City of Seattle - Household Survey	\$0,000	\$0,000	\$0,000
City of Bellevue - Household Survey	\$0,000	\$0,000	\$0,000
Subtotal Project Specific Revenue	\$0,000	\$0,000	\$0,000
CPSEDD Revenue			
CPSEDD - EDA Planning Grant	\$200,000	\$200,000	\$0,000
Subtotal CPSEDD Revenue	\$200,000	\$200,000	\$0,000
Carryover PSRC	\$17,961,000	\$8,196,000	\$9,765,000
Tenant Allowance	\$100,000	\$100,000	\$0,000
Basic Funding Total	\$44,689,000	\$34,924,000	\$9,765,000
Anticipated Funding			
Anticipated MPO	\$150,000	\$150,000	\$0,000
Anticipated Funding Total	\$150,000	\$150,000	\$0,000
Total	\$44,839,000	\$35,074,000	\$9,765,000

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

Table 5 - Distribution of Matching funds

Basic Funding	Sept 23 Amended Biennial FY2024-2025	July 23 Amended Biennial FY2024-2025	Variance
Basic Funding Match			
MPO combined	\$2,340,000	\$2,340,000	\$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			
Contingency EDD Dues	\$25,000	\$25,000	\$0,000
Contingency	\$370,000	\$370,000	\$0,000
Balance of EDD Local Dues	\$101,000	\$101,000	\$0,000
Balance of Local Dues	\$1,260,000	\$1,260,000	\$0,000
Total	\$5,232,000	\$5,232,000	\$0,000

Table 6 - FY2024-2025 Expenditure Allocation

		SALARIES BENEFITS	OVERHEAD*	DIRECT COST	CONSULTANTS	OTHER**	Budget FY2022-2023 TOTAL
TASK							
000	PLANNING MANAGEMENT	\$1,658,000	\$753,000	\$61,000	\$450,000	-	\$2,921,000
100	REGIONAL GROWTH PLANNING	\$1,860,000	\$846,000	\$12,000	\$200,000	-	\$2,918,000
200	TRANSPORTATION PLANNING	\$4,853,000	\$2,207,000	\$26,000	\$5,367,000	-	\$12,453,000
300	ECONOMIC DEVELOPMENT	\$329,000	\$149,000	\$23,000	\$0,000	-	\$501,000
400	DATA	\$6,565,000	\$2,984,000	\$580,000	\$915,000	-	\$11,045,000
500	COUNCIL SUPPORT	\$1,236,000	\$562,000	\$248,000	\$300,000	-	\$2,346,000
600	COMMUNICATIONS	\$1,678,000	\$762,000	\$83,000	\$285,000	-	\$2,808,000
700	ENCUMBRANCE	\$67,000	-	-	-	\$7,349,000	\$7,416,000
800	CONTINGENCY/RESERVE	-	-	-	-	\$2,431,000	\$2,431,000
GRAND TOTAL		\$18,245,000	\$8,263,000	\$1,033,000	\$7,517,000	\$9,780,000	\$44,839,000

* 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
FY2024 & FY2025 REVENUE ALLOCATION

TASK	RTPO	FHWA	FHWA Match 13.5%	FHWA Carryover	FHWA Carryover match
000 PLANNING MANAGEMENT	127,000	2,038,000	318,000	-	-
100 REGIONAL GROWTH PLANNING	864,000	180,000	28,000	340,000	53,000
200 TRANSPORTATION PLANNING	515,000	910,000	142,000	191,000	30,000
300 ECONOMIC DEVELOPMENT	-	-	-	-	-
400 DATA	-	1,643,000	256,000	2,584,000	403,000
500 COUNCIL SUPPORT	-	568,000	89,000	922,000	144,000
600 COMMUNICATIONS	-	1,352,000	211,000	221,000	35,000
700 ENCUMBRANCE	-	4,064,000	634,000	-	-
800 CONTINGENCY/RESERVE	-	-	-	-	-
TOTALS	1,506,000	10,756,000	1,679,000	4,258,000	665,000

Revenue Allocation (Continued)	FTA 5307 2024	FTA 5307 Match 20.0%	FTA 5307 Carryover	FTA 5307 Carryover Match	STBGP 2024
TASK					
000 PLANNING MANAGEMENT	-	-	-	-	-
100 REGIONAL GROWTH PLANNING	-	-	-	-	-
200 TRANSPORTATION PLANNING	980,000	245,000	480,000	120,000	1,000,000
300 ECONOMIC DEVELOPMENT	-	-	-	-	-
400 DATA	687,000	172,000	480,000	120,000	1,000,000
500 COUNCIL SUPPORT	-	-	-	-	-
600 COMMUNICATIONS	-	-	-	-	-
700 ENCUMBRANCE	833,000	208,000	-	-	-
800 CONTINGENCY/RESERVE	-	-	-	-	-
TOTALS	2,500,000	625,000	959,000	240,000	2,000,000

Revenue Allocation (Continued)	EDD EDA grant	*EDA grant Match	*EDD Dues	Tenant Allowance	Carryover Local
TASK					
000 PLANNING MANAGEMENT	-	-	-	-	198,000
100 REGIONAL GROWTH PLANNING	-	-	-	-	50,000
200 TRANSPORTATION PLANNING	-	-	-	-	50,000
300 ECONOMIC DEVELOPMENT	200,000	200,000	101,000	-	-
400 DATA	-	-	-	-	150,000
500 COUNCIL SUPPORT	-	-	-	-	300,000
600 COMMUNICATIONS	-	-	-	-	984,000
700 ENCUMBRANCE	-	-	-	100,000	338,000
800 CONTINGENCY/RESERVE	-	-	25,000	-	2,037,000
TOTALS	200,000	200,000	126,000	100,000	4,107,000

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

TABLE 7 (continued)
FY2024 & FY2025 REVENUE ALLOCATION

TASK	FTA5303	FTA 5303 Local Match 13.5%	FTA5303 Carryover	FTA5303 Carryover Match	Safe Streets for All Carryover	Safe Streets for All Carryover Match
000 PLANNING MANAGEMENT	-	-	-	-	-	-
100 REGIONAL GROWTH PLANNING	567,000	88,000	439,000	69,000	-	-
200 TRANSPORTATION PLANNING	1,502,000	234,000	439,000	69,000	3,982,000	995,000
300 ECONOMIC DEVELOPMENT	-	-	-	-	-	-
400 DATA	2,165,000	338,000	439,000	69,000	-	-
500 COUNCIL SUPPORT	-	-	-	-	-	-
600 COMMUNICATIONS	-	-	-	-	-	-
700 ENCUMBRANCE	-	-	-	-	870,000	217,000
800 CONTINGENCY/RESERVE	-	-	-	-	-	-
TOTALS	4,234,000	661,000	1,318,000	206,000	4,851,000	1,213,000

Revenue Allocation (Continued)	STBGP 2024 Match 13.5%	FTA 5310 2024	Seattle Household Survey Carryover	Bellevue Household Survey Carryover	University of Washington Carryover
000 PLANNING MANAGEMENT	-	-	-	-	-
100 REGIONAL GROWTH PLANNING	-	-	-	-	-
200 TRANSPORTATION PLANNING	156,000	200,000	-	-	-
300 ECONOMIC DEVELOPMENT	-	-	-	-	-
400 DATA	156,000	-	92,000	30,000	22,000
500 COUNCIL SUPPORT	-	-	-	-	-
600 COMMUNICATIONS	-	-	-	-	-
700 ENCUMBRANCE	-	-	-	-	-
800 CONTINGENCY/RESERVE	-	-	-	-	-
TOTALS	312,000	200,000	92,000	30,000	22,000

Revenue Allocation (Continued)	Local	Basic Funding Subtotal	Federal Anticipated	Federal Match Anticipated	Anticipated and Match Subtotal	FY2024-25 Budget
000 PLANNING MANAGEMENT	239,000	2,921,000	-	-	-	2,921,000
100 REGIONAL GROWTH PLANNING	239,000	2,918,000	-	-	-	2,918,000
200 TRANSPORTATION PLANNING	213,000	12,453,000	-	-	-	12,452,000
300 ECONOMIC DEVELOPMENT	0,000	501,000	-	-	-	501,000
400 DATA	239,000	11,045,000	-	-	-	11,045,000
500 COUNCIL SUPPORT	323,000	2,346,000	-	-	-	2,346,000
600 COMMUNICATIONS	5,000	2,808,000	-	-	-	2,808,000
700 ENCUMBRANCE	-	7,265,000	150,000	-	150,000	7,415,000
800 CONTINGENCY/RESERVE	370,000	2,432,000	-	-	-	2,432,000
TOTALS	1,630,000	44,690,000	150,000	-	150,000	44,839,000

*EDD membership dues have been collected from PSRC membership sin

Table 8 - Estimated Carryover Funds from FY2023

	Total Grant Funds Remaining	Contractual Remaining	Other Remaining
FHWA	4,258,047	-	4,258,047
FTA 5303	1,318,471	-	1,318,471
FTA 5307	959,242	-	959,242
FTA 5310	-	-	-
DOT Safe Streets	4,851,381	4,787,156	64,225
UW Partnership	22,146		22,146
City of Seattle - HHSurvey	91,895	-	91,895
City of Bellevue - HHSurvey	29,780		29,780
Subtotal	11,530,963	4,787,156	6,743,807
Carryover local match	2,322,979		
Carryover local funds	2,069,756		
EDD Carryover local Funds	-		
Contingency/Reserve Carryover (PSRC)	2,037,000		
Total Carryover from FY2019	\$ 17,960,699		



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Contract Authority for Office Move Related Expenses**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter a contract more than \$10,000 per year. A request is being made to authorize contracts for additional office-move related expenses.

RECOMMENDED ACTIONS

Recommend that the Executive Board authorize the Executive Director to enter one or more contracts to purchase the following services:

1. Graphic design and installation in an amount not to exceed \$20,000.
2. Imaging of documents in an amount not to exceed \$15,000.
3. Relocation of existing plotter and leasing/maintenance of copiers in an amount not to exceed \$42,000 for 3 years.
4. Plant design, installation, and three years of maintenance in an amount not to exceed \$40,000.

BUDGET IMPACT

The adopted FY 2024-2025 Biennial Budget and Work Program includes sufficient funds within the administrative services budget for this project for these move-related services. In addition, under the terms of the lease, PSRC is allotted \$100,000 for move-related expenses. Funding for the third year of ongoing services is contingent upon approval of the FY 2026-2027 budget.

DISCUSSION

Staff have been working to determine what is needed to assist in the move from PSRC's current location at Waterfront Place (WFP) to its new location at 1201 3rd Avenue in downtown Seattle. Its lease at the new location begins January 1, 2024.

Graphics

PSRC's graphics team has designed signage, window coverings and various other graphic art for the new office space. This is a one-time purchase to enhance the office space for members and staff alike.

Imaging

PSRC's Information Center has documents, reports, and other paper files dating back when its predecessor organization, Puget Sound Governmental Conference initially was formed in 1965. PSRC intends to digitize much of its holdings, so that files may be accessible to staff, member jurisdictions, and the public. In addition, PSRC's Library Manager has been working to minimize the number of documents that needed to be stored on-site at the new space, thereby reducing moving costs. It is anticipated that the imaging will be conducted off-site over the course of the next several months.

Copiers

PSRC has been leasing six copiers and owns two plotters. In the new location, PSRC will lease only 4 copiers and will move one of the existing plotters using contractors from the state's copier contract. PSRC currently spends \$9,000 annually for copy service and maintenance. Going forward, PSRC anticipates needing \$14,000 annually or \$42,000 for three years.

Plant Installation and Maintenance

To plan the move, PSRC convened an office space committee consisting of staff from across the agency. In the transition to a new space with many fewer private offices, the committee placed a high value on having greenery to help create privacy screens throughout the space. To that end, the new office space will have thirteen planter boxes; twelve located in the planning/data section and one at the reception desk. Staff worked to get quotes for both the initial plant installation and then three years' worth of monthly horticulture maintenance. The total cost for the both the initial plant delivery and installation as well as monthly maintenance for three years will not exceed \$40,000.

For more information, please contact Nancy Buonanno Grennan at 206-464-7527 or nbgrennan@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Adopt 2023 Amendment to PSRC's Title VI Plan**

IN BRIEF

As a recipient of federal funds, the Puget Sound Regional Council is required to have a Title VI Plan. Title VI of the Civil Rights Act of 1964 ensures that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance. A recipient is required to update the plan when substantial changes occur, including the assignment of personnel as the Title VI Coordinator.

RECOMMENDED ACTION

Recommend the Executive Board adopt the 2023 Amendment to PSRC's Title VI Plan.

DISCUSSION

PSRC's Title VI Plan ensures that all of the agency's activities are conducted in a nondiscriminatory manner. The plan covers five program areas: (1) Communications & Public Involvement, (2) Planning & Programming, (3) Environmental Affairs, (4) Contracts, and (5) Education & Training.

PSRC adopted its first Title VI Plan in 2004 and most recently adopted its current plan on September 23, 2021, with amendments made in January 2022 and most recently in May 2023, reflecting Title VI staffing changes.

PSRC works directly with the Washington State Department of Transportation's Office of Equity and Civil Rights – Title VI as part of its annual Title VI reporting requirements.

During the annual review process, the WSDOT's Title VI Coordinator requested PSRC update its Title VI Plan to reflect the updated template WSDOT created. There are no substantive changes to the plan; rather, this plan amendment reflects the change in the report template. Most of the existing plan elements merely have been reordered and placed in the WSDOT template sections.

An amendment log has been added at the end of the document to reflect the change and the anticipated date of approval of this amended plan.

The full plan can be found online at <https://www.psrc.org/about-us/title-vi>. FTA requires the Title VI Plan to be adopted by the Executive Board and signed by PSRC's President and Executive Director.

For additional questions, please contact Noah Boggess at nboggess@psrc.org or Nancy Buonanno Grennan at nbgrennan@psrc.org.

Attachments:

A - September 2023 Update to PSRC's 2021 Title VI Plan

Title VI Plan for
PUGET SOUND REGIONAL COUNCIL

September 2023 update to PSRC's 2021 Title VI Plan

Agency Administrator
Josh Brown, Executive Director

Title VI Coordinator
Nancy Buonanno Grennan, Deputy Executive Director

Prepared by: Noah P. Boggess, Senior Public Engagement Specialist

Email: NBoggess@psrc.org
Phone#: 206.573.0486

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I. Title VI Policy Statement

It is the policy of the Puget Sound Regional Council (PSRC) that no person shall on the grounds of race, color, and national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in any operation of PSRC as provided by Title VI of the Civil Rights Act of 1964 and related statutes.

This policy applies to all operations of PSRC, including its contractors and anyone who acts on behalf of PSRC. This policy also applies to the operations of any department or agency to which PSRC extends federal financial assistance. Federal financial assistance includes grants, training, equipment usage, donations of surplus property, and other assistance.

Prohibited discrimination may be intentional or unintentional. Seemingly, neutral acts that have disparate impacts on individuals of a protected group and lack a substantial legitimate justification are a form of prohibited discrimination. Harassment and retaliation are also prohibited forms of discrimination.

Examples of prohibited types of discrimination based on race, color, or national origin include: Denial to an individual any service, financial aid, or other benefit; Distinctions in the quality, quantity, or manner in which a benefit is provided; Segregation or separate treatment; Restriction in the enjoyment of any advantages, privileges, or other benefits provided; Discrimination in any activities related to highway and infrastructure or facility built or repaired; and Discrimination in employment.

Title VI compliance is a condition of receipt of federal funds. The Title VI Coordinator is authorized to ensure compliance with this policy, Title VI of the Civil Rights Act of 1964, 42 USC § 2000d and related statutes, 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28 CFR 50.3 and 49 CFR part 21.

Signed: _____
Executive Director

_____, 20____
Date

II. Organization, Staffing, and Structure

Executive Director Josh Brown is ultimately responsible for assuring full compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related statutes and has directed that non-discrimination is required of all LPA employees, contractors, and agents pursuant to 49 CFR Part 21.

PSRC's Deputy Executive Director helps oversee the agency, reports to the Executive Director, provides agency-wide guidance on the Title VI program and is responsible for processing Title VI complaints if received by PSRC and serves as PSRC's Title VI Coordinator. PSRC has created the position of Senior Public Engagement Specialist to perform the duties of the Title VI Liaison Coordinator and is responsible for the implementation, enforcement, and day-to-day coordination of PSRC's Title VI program. The position of Senior Public Engagement Specialist is located within the Regional Planning department.

The Title VI Coordinator is responsible for:

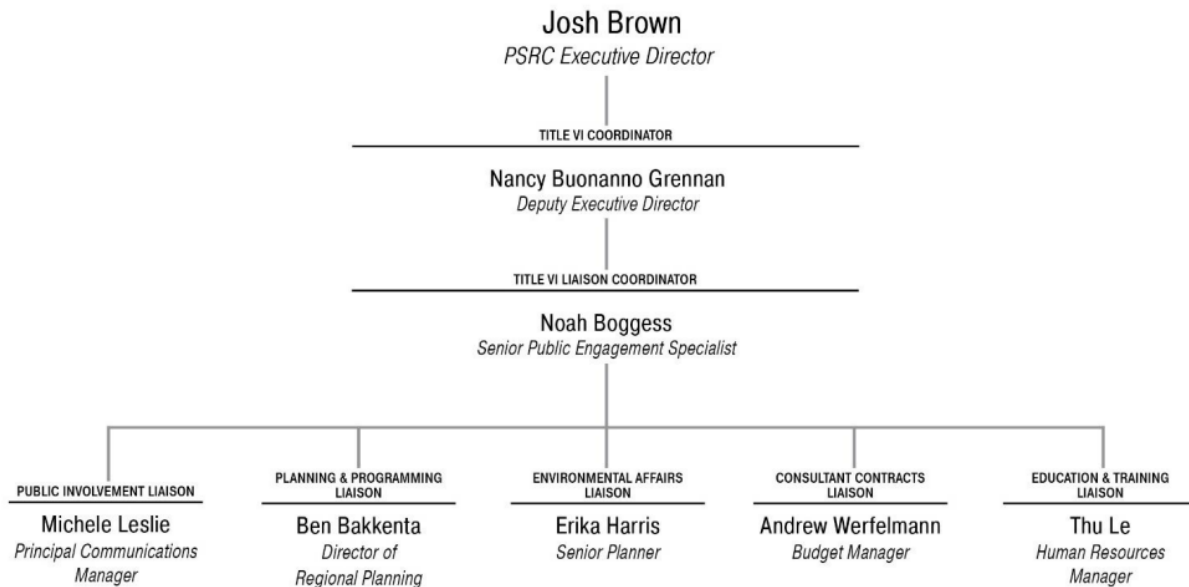
- Developing procedures for the prompt processing and disposition of complaints;
- Investigating complaints, compiling a complaint log, and reporting to WSDOT; and
- Process Title VI complaints received by PSRC.

The Title VI Liaison Coordinator is responsible for:

- Submitting a Title VI plan and annual reports on the agency's behalf;
- Developing procedures for the collection and analysis of statistical data;
- Developing a program to conduct Title VI reviews of program areas;
- Conducting annual Title VI assessments of pertinent program areas;
- Developing Title VI information for dissemination;
- Communicating and coordinating with federal and state agencies as needed; and
- Establishing procedures for resolving deficiency status and reducing to writing the remedial action agreed to be necessary.
- Meet with program liaisons quarterly to monitor and discuss progress, implementation, and compliance issues.
- Periodically review the agency's Title VI program to assess if administrative procedures are effective, staffing is appropriate, and adequate resources are available to ensure compliance. If a subrecipient is found to not be compliance with Title VI, work with the Consultant Contracts Liaison and subrecipient to resolve the deficiency status and write a remedial action if necessary, as described in the Consultant Contracts section of this plan.
- Review important Title VI-related issues with the Executive Director, as needed.
- Assess communications and public involvement strategies to ensure adequate participation of impacted Title VI protected groups and address additional language needs when needed.

Five areas of PSRC's work program have been identified as applicable to Title VI regulations – they are referred to as the five Title VI Program Areas: (1) Communications & Public Involvement, (2) Planning & Programming, (3) Environmental Affairs, (4) Contracts, and (5) Education & Training. One staff member has been assigned to each Title VI Program Area as that area's Title VI Liaison. Staff assigned as Title VI Liaisons generally have prime responsibility for that area of the agency's work program. Title VI Liaisons, under supervision of the Title VI Liaison Coordinator, are responsible for the day-to-day administration of the Title VI program, and for carrying out the "Program Area responsibilities" in their assigned Title VI Program Area. Other staff members are assigned to assist the Liaisons or consulted and involved, as needed.

Organizational Chart of PSRC Title VI Responsibilities



III. Primary Program Area Descriptions & Review Procedures

Title VI Coordinator's Responsibilities and Program Administration

As authorized by the Agency Administrator, the Title VI Coordinator is responsible for initiating, monitoring, and ensuring PSRC's compliance with Title VI requirements as follows:

Program Area	General Description	Title VI/Non-Discrimination Concerns and Responsibilities	Review Procedures for Ensuring Non-Discrimination
<i>Public Involvement</i>	The Communications & Public Involvement Liaison is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the agency's public involvement process.	<ul style="list-style-type: none"> -Ensure all communications and public involvement efforts comply with Title VI. -Develop and distribute information on Title VI and agency programs to the general public. -Provide information in languages other 	<p>Assist in evaluating applicability of, and help comply with, Limited English Proficiency (LEP), Environmental Justice (EJ) requirements, and Title VI compliance for all planning processes.</p> <p>Use and consider demographic data information and other sources of information to help identify and address LEP and EJ issues, and Title</p>

Program Area	General Description	Title VI/Non-Discrimination Concerns and Responsibilities	Review Procedures for Ensuring Non-Discrimination
		<p>than English, as needed.</p> <p>-Disseminate information to minority media and ethnic/gender related organizations, to help ensure all social, economic, and ethnic interest groups in the region are represented in the planning process.</p> <p>-Include the abbreviated Title VI Notice to the Public in some press releases and on the agency Web site.</p> <p>-Notify affected, protected groups of public hearings regarding proposed actions, and make the hearings accessible to all residents. This includes the use of interpreters when requested, or when a strong need for their use has been identified.</p> <p>-Ensure that any Citizen Advisory Committee PSRC creates has representation</p>	<p>VI compliance.</p>

Program Area	General Description	Title VI/Non-Discrimination Concerns and Responsibilities	Review Procedures for Ensuring Non-Discrimination
		from Title VI relevant populations	
<i>Planning & Programming</i>	The Planning Liaison is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the agency's planning process.	<p>-Ensure all aspects of the planning and programming process operation comply with Title VI.</p> <p>-Prepare and update a demographic profile of the region using the most current and appropriate statistical information available on race, income, and other pertinent data. Make the document available to the public and member agencies on PSRC's website and in the Information Center.</p> <p>-</p>	Assess the distributional effects of transportation investments in the region as part of actions on plan and programming documents.
<i>Environmental Affairs</i>	The Environmental Affairs Liaison is responsible for state environmental review, and Title VI environmental justice compliance in all aspects of PSRC's work that triggers environmental review requirements under SEPA.	<p>-Ensure Title VI environmental justice compliance, in coordination with the Title VI coordinator, of all Environmental Impact Statements prepared by PSRC.</p> <p>-Analyze and make findings regarding the population affected by the action.</p>	<p>Monitor compliance with Title VI requirements in all aspects of the environmental process associated with plan updates.</p> <p>Review environmental information to assess economic and social impacts to ensure compliance with Title VI and Executive Order 12898, and to assist the Title VI Coordinator to identify the potential Title VI/EJ issues in the plan development</p>

Program Area	General Description	Title VI/Non-Discrimination Concerns and Responsibilities	Review Procedures for Ensuring Non-Discrimination
		<p>-Analyze and make findings regarding the impacts of the project on protected Title VI groups and determine if there will be a disproportionately high and adverse impact on these groups.</p> <p>-Look at the mobility needs of Title VI Populations.</p> <p>-Disseminate information to the public on the processes used and findings of the analysis, in accordance with all agency public involvement procedures. This includes dissemination to groups representing minority media and ethnic/gender related organizations, and the use of public comment periods and public hearings, interpreters, and materials in other languages, as needed.</p>	process.
Consultant Contracts	The Contracts Liaison is	PSRC's contract procedures are	PSRC will actively pursue the prevention of Title VI

Program Area	General Description	Title VI/Non-Discrimination Concerns and Responsibilities	Review Procedures for Ensuring Non-Discrimination
	responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the agency's consultant contracts process.	described in "PSRC Procurement and Contract Administration Manual." PSRC verifies Title VI compliance by consultants with the use of Title VI Compliance Review forms. Responses provided in the forms are evaluated to verify compliance on the part of the consultant. In addition, Title VI text is included in all PSRC Requests for Proposals (RFP) and contracts.	<p>deficiencies and violations and will take the necessary steps to ensure compliance with this Title VI program, both within PSRC and with PSRC's contractors. In conducting reviews of consultants, if a consultant is found to not be in compliance with Title VI, the Title VI Contract Liaison and Title VI Coordinator will work with the subrecipient to resolve the identified issues.</p> <p>Maintain necessary data and documentation for completion of the Annual Title VI report.</p> <p>Review directives and guidance to ensure Title VI compliance.</p> <p>Review and ensure all appropriate Title VI language is included in requests for proposals and applicable contracts.</p>
Education & Training	The Education & Training Liaison is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the education and training program. WSDOT will provide information on training	<p>-Assist WSDOT in the distribution of information to PSRC staff on training programs regarding Title VI and related statutes.</p> <p>-Ensure equal access to, and participation in, applicable NHI and NTI courses for qualified PSRC employees.</p>	<p>Maintain program administration and data necessary for preparation of the annual Title VI Report, including attendance data.</p> <p>Review operational guidance and directives to ensure the inclusion of Title VI language and provisions.</p>

Program Area	General Description	Title VI/Non-Discrimination Concerns and Responsibilities	Review Procedures for Ensuring Non-Discrimination
	opportunities open to PSRC staff and subrecipients, including information on training provided by NHI and NTI.	-Track staff participation in Title VI, NHI, and NTI courses.	

IV. Review Procedures

PSRC assures that every effort will be made to ensure non-discrimination in all programs and activities whether those programs are federally funded or not. PSRC staff continues to review and monitor requirements through regular internal protocols which include, but are not limited to, bid evaluations, regular progress meetings with contractors and consultants, and project submittals.

A. Consultants and Contractors

PSRC's uses a standard contract for all consultants/contractors that was thoroughly reviewed by USDOT and FTA Region 10 representatives in December 2014 and includes Title VI requirements. It also requires consultants/contractors to include those requirements in all sub-contracting opportunities (see below). PSRC also requires all new consultants to complete a Title VI review form.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation and its modal administrations as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and Regulations, including employment practiced when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21; or Part 230 of 23CFR Part 23.
3. **Solicitations for Subcontracts, Including Procurements and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient, or respective Federal funding agency, to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or respective Federal funding agency, as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Non-discrimination provisions of the this contract, the Recipient will impose such contract sanctions as it or the respective Federal funding agency may determine to be appropriate, including but not limited to :

- a. withholding payments to the contractor under the contract until the contractor complies; and/or
- b. canceling, terminating, or suspending a contract in whole or part.

6. Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or respective Federal funding agency may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1986, (42 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, color, national origin, or sex);
- Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs of activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); • Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of Page 17 of 21 Puget Sound Regional Council public

accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1975, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

The Contractor shall include the above certification in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The Puget Sound Regional Council, in accordance with Title VI of the Civil Rights Act of 1964 and (78 Stat. 252, USC 2000d to 2000d-4) and the Regulations, will notify all bidders that it will affirmatively ensure that any contract entered pursuant to this advertisement will afford minority business enterprises full opportunity to submit bids in response to this invitation, and will not discriminate on the grounds of race, color, sex, or national origin in consideration for an award.

B. Subrecipients

It is the policy of PSRC to monitor subrecipients of federal, state, and local grant funds to ensure that federal awards are used for authorized purposes in compliance with 2 CFR 200.331(a)(1), and to ensure the performance goals are achieved as described by the terms of the subaward.

Pre-Award

Award agreements will include federal award information as well as necessary federal compliance information needed by subrecipients. A list of these requirements can be found at 2 CFR 200.331(a).

Prior to subaward, PSRC conducts a risk assessment to evaluate subrecipient's risk of noncompliance by reviewing:

- The subrecipient's prior experience with the same or similar subawards,
- The results of previous audits including whether the subrecipient receives a Single Audit, and the extent to which the same or similar subaward has been previously audited,
- Whether the subrecipient has new personnel or new or substantially changed systems,
- The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency),
- Title VI compliance

PSRC will document the risk assessment and include it in the subrecipient file.

Post-Award

Ongoing and annual monitoring includes the following:

- PSRC will ensure that all invoices submitted for payment from each subrecipient include adequate support for the costs incurred. Costs claimed as matching will be subject to the same standard as costs billed to PSRC.
- PSRC reviews performance reports required by the subrecipient.
- On-site reviews may be performed depending on assessed risk.
- Ensure subrecipient takes action on deficiencies in above areas or detected through audits or site reviews.
- Verify that subrecipient is audited when it is expected to expend federal awards exceeding \$750,000 per §200.501 Audit requirements.
- If a subrecipient receives an audit finding pertaining to the subaward, PSRC issues a management decision within six months of the audit acceptance by the Federal Audit Clearinghouse (FAC). PSRC staff monitors the FAC as needed for subrecipient audit results.

Title VI

As a part of its subrecipient monitoring, PSRC will ensure compliance with Title VI requirements following FTA Circular 4702.1B. PSRC collects each subrecipient's Title VI plan and reviews programs for compliance with applicable requirements. PSRC's Accounting staff check annually to determine if there are significant changes to the plan. If there are significant changes, PSRC staff review them for compliance.

For subrecipients that are direct recipients of FTA or other federal funding (applies for and receives funds directly), PSRC is not responsible for monitoring compliance of that subrecipient.

V. Data Collection/Reporting/Analysis

PSRC has a robust data department that is constantly tracking a wealth of metrics across the central Puget Sound region including socioeconomic demographics of the region, economic indicators, transportation usage, geographic analysis of the natural and built environment, and indices such as our Displacement Risk Index. The majority of these data points are collected from the US Census. These data metrics are constantly being updated and posted online on our data portal. PSRC assembles this data at different geographies across the region so our member counties, cities, and towns have access to reliable data sources.

PSRC's Data portal can be found here: <https://psrc-psregcncl.hub.arcgis.com/>

Additionally, PSRC conducts voluntary surveys for all attendees at our public meetings and workshops. These surveys ask a number of demographic questions relating to race/ethnicity, educational background, household income, and primary language.

Program Area	Type of Data Collected & Process for Collecting	Intended Outcome of Data Analysis (i.e. Title VI Purpose for Collecting the Data)
Data	Census & Demographics, Economic, Equity, Housing, Land Use, Transportation, GIS & Maps	Prioritizing equity in our planning projects by better understanding the socioeconomic makeup of our region.
Growth Management & Regional Planning	Title VI Surveys	Understanding how effectively PSRC is reaching a diverse swath of community members at our events.

VI. Title VI Training

PSRC formed a staff committee to create internal learning opportunities for staff on equity, diversity, and inclusion topics., including Title VI.

All new staff are required to participate in anti-discrimination and harassment training within the first 90 days of employment, with additional training required.

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

VII. Title VI Complaint Procedures

Discrimination Complaint Procedure for PSRC

Federal law prohibits discrimination on the basis of race, color, or national origin in any PSRC program, service, or activity. This prohibition applies to all branches of PSRC, its contractors, consultants, and anyone else who acts on behalf of PSRC.

Complaints related to the Federal-aid programs may be filed with PSRC and will be forwarded to Washington State Department of Transportation – Office of Equity and Civil Rights. If you need assistance to file your complaint or need interpretation services, please contact Nancy Buonanno Grennan, Title VI Coordinator at nbgrennan@psrc.org or 206-464-7527.

Who is eligible to file a complaint?

Anyone who believes they have been excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any PSRC program, service, or activity because of their race, color, or national origin may file a complaint.

Discrimination includes lack of access, harassment, retaliation and disparate impacts from a program or activity. Harassment includes a wide range of abusive and humiliating verbal or physical behaviors. Retaliation includes intimidating, threatening, coercing, or engaging in other discriminatory conduct against anyone because they filed a complaint or otherwise participated a discrimination investigation.

How do you file a complaint?

Complaints must be filed no later than 180 days from the last date of the alleged discrimination. Contact Nancy Buonanno Grennan, Title VI Coordinator at nbgrennan@psrc.org or 206-464-7527 if you believe your complaint may fall outside this deadline.

Reasonable efforts will be made to assist persons with disabilities, non-English speakers, and others unable to file a written complaint. For assistance in filing a complaint, please contact Nancy Buonanno Grennan, PSRC's Title VI Coordinator, at nbgrennan@psrc.org or 206-464-7527.

Complaints should be in writing, signed, and may be filed by mail, fax, in person, or e-mail. If a complainant phones PSRC with allegations, the allegations of the complaint will be transcribed as provided by phone and then the written complaint will be sent to the complainant for correction and signature. A sample complaint form is available on PSRC's website.

A complaint should contain the following information:

- The complainant's contact information, including, if available: full name, mailing address, phone number (and best time to call), and email address (if available);
- The basis of the complaint (e.g., race, color, national origin);
- The names of specific person(s) and/or agencies/organizations alleged to have discriminated;
- A description of the alleged discriminatory actions, meaning sufficient information to understand the facts that led the complainant to believe that discrimination occurred in a program or activity that receives Federal financial assistance; and

- The date(s) of the alleged discriminatory act(s) and whether the alleged discrimination is ongoing.

All Title VI complaints are logged. The Complaint log must contain the following information for each complaint filed:

- The name and address of the person filing the complaint.
- The date of the complaint.
- The basis of the complaint.
- The disposition of the complaint.
- The status of the complaint.

The Complaint Log and documentation are destroyed four years (or longer, as may be required by Washington State's Local Government Common Records Retention Schedule) after the end of the fiscal year in which the case is closed.

Once logged, PSRC forwards complaints to WSDOT-Office of Equal Opportunity for processing by FHWA. WSDOT investigates complaints only if delegated by FHWA after acceptance of a complaint. FHWA is responsible for all determinations regarding whether to accept, dismiss, or transfer the complaint and finding no violation or failure to comply. PSRC will also forward the complaint to the FTA for processing under its procedures.

Complainants have the right to file a complaint directly with the federal funding agencies. The following address is where Title VI complaints may be filed directly with FHWA or the FTA:

Federal Highway Administration
U.S. Department of Transportation Office of Civil Rights
8th Floor E81-105
1200 New Jersey Avenue, SE
Washington, DC 20590
CivilRights.FHWA@dot.gov

Office of Civil Rights
Federal Transit Administration
Attention: Title VI Program Coordinator
East Building, 5th Floor – TCR
1200 New Jersey Ave., SE Washington, DC 20590
[888-446-4511](tel:888-446-4511)

What happens after a complaint is filed?

If your complaint is forwarded to another agency, you will be provided the name and contact information of the employee handling your complaint. PSRC may conduct its own administrative investigation and the name and contact information for PSRC's investigator will also be provided.

Federal law prohibits retaliation against individuals because they have filed a discrimination complaint or otherwise participated in a discrimination investigation. Any alleged retaliation should be reported in writing to the investigator.

FHWA will render final decisions in all cases including those investigated by WSDOT. There are no administrative appeal forums in Title VI complaints. Once FHWA issues its final agency decision, a complaint is closed.

There is no prohibition against a complainant filing a Title VI complaint simultaneously with an LPA, WSDOT, FHWA and the FTA.

VIII. Title VI Complaint Form

Please complete this form to the best of your ability. If you need translation or other assistance, contact Nancy Buonanno Grennan at (206)-464-7527 or at nbgrennan@psrc.org.

Name _____

Address _____ City _____ Zip _____

Home Phone _____ Work _____ Mobile _____

Best time of day to contact you about this complaint: _____

Email: _____

Basis of Complaint (circle all that apply):

Race	Color	National Origin (includes language access)
------	-------	--

Date of alleged incident: _____

Who discriminated against you?

Name _____

Name of Organization _____

Address _____ City _____ Zip _____

Telephone

Explain what happened, why you believe it happened, and how you were discriminated against. Indicate who was involved. Be sure to include how other persons were treated differently than you. If you have any other information about what happened, please attach supporting documentation to the form. (Attach additional pages if more space is needed.)

[illegible]

What remedy are you seeking for the alleged discrimination? Please note that this process will not result in the payment of punitive damages or financial compensation.

List any other persons that we should contact for additional information in support of your complaint. Please list their names, phone numbers, address, email address below.

Have you filed your complaint, grievance, or lawsuit with any other agency or court?

Who _____ When _____

Status (pending, resolved, etc.) _____ Result, if known _____

Complaint number, if known _____

Do you have an attorney in this matter? _____

Name (print) _____

Phone _____ Address _____

City _____ Zip _____

Signed _____ Date _____

IX. Public Participation

Public Participation Plan

PSRC operates under a comprehensive Public Participation Plan. The Plan explains the agency role and mission, goals for public participation, governing structure, composition of boards, procedures for board meetings, program areas, interagency coordination, specific procedures for public participation in the Regional Transportation Plan and Regional Transportation Improvement Program, public engagement and notification methods, a menu of public participation techniques, an evaluation matrix, and an appendix of the various laws and regulations PSRC operates under.

The full plan is available at <https://www.psrc.org/about-us/public-participation-plan>.

In an effort to keep the Title VI Plan a reasonable size, the sections of the Public Participation Plan specifically relevant to Title VI are included below.

Environmental Justice and Title VI of the 1964 Civil Rights Act and the Americans with Disabilities Act

PSRC maintains a Title VI Plan to ensure that no person in the region shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which PSRC receives federal financial assistance. PSRC's Title VI Plan is updated approximately every three years. PSRC also submits annual reports on its Title VI program to the Washington State Department of Transportation to ensure all federal regulations are being met.

Demographic Profile of the Metropolitan Area

PSRC seeks out and considers the needs of people traditionally underserved by transportation systems (e.g., low-income and minority households). To identify these populations, PSRC publishes a Demographic Profile of the Metropolitan Area using Census and American Community Survey data to identify the number and locations of minority, low-income, elderly and limited English proficient populations in the region. PSRC updates this profile approximately every three years. The current demographic profile can be found at <https://www.psrc.org/about-us/title-vi>. With these data, PSRC provides an Environmental Justice analysis of the impacts of key decisions on traditionally underserved populations as part of the planning process. During plan updates, PSRC may work with an EJ advisory group or hold focus groups with EJ populations to discuss transportation impacts and hear concerns as a way to help identify the needs of historically underserved populations.

PSRC mailing lists include EJ populations, Title VI relevant community groups, and minority-owned businesses. PSRC publishes its Title VI Notice to the Public on major publications, news releases pertaining to federal programs, and its website. Find out more on PSRC's website at [psrc.org](https://www.psrc.org).

PSRC is committed to accessibility and has an ADA coordinator to request accommodation and lodge grievance with. For more information, contact Thu Le at 206-464-6175.

Alternative Formats and Limited English Proficiency

PSRC's agendas, news releases, and publications are available in alternative formats and in other languages with advance request. Notification about alternative formats and TTY Relay 711 are on agendas, psrc.org, and all publications, along with contact information for obtaining translation services. PSRC has obtained the services of a telephone translation provider, which can instantly connect anyone in the office to over 100 different languages. PSRC's website also offers a translation widget with dozens of languages available for instant translation.

PSRC has a language assistance plan, a list of staff who speak other languages, and the receptionist keeps an "I Speak" card at the front desk in case someone with limited English proficiency enters the office. PSRC maintains a Language Assistance Plan as part of its Title VI Plan and Program. This includes a four-factor analysis of language needs in the region. PSRC will translate vital documents for needed languages based on this analysis. See the Title VI Program for the most up to date information on this.

PSRC staff received training in 2018 on how to make Word, InDesign, and PDF documents accessible for individuals using screen readers and is working towards improved accessibility of its online publications.

Techniques for Involving, ADA Low-Income Communities and Communities of Color

- Outreach in the community (farmer's markets, festivals, churches, health centers, etc.)
- Personal interviews or use of audio recording devices to obtain oral comments
- Focus groups to obtain oral comments
- Translate materials; have interpreters and cultural mediators available at meetings as requested
- Include information on meeting notices on how to request translation or ADA assistance
- Robust use of "visualization" techniques, including maps and graphics to illustrate trends, choices being debated, etc.
- Use of community and minority media outlets to announce participation opportunities
- Use of Regional Equity Network to engage communities

X. Limited English Proficiency

PSRC provides the following documents translated into the most frequently spoken languages in the region: Arabic, Simplified Chinese, French, German, Korean, Russian, Spanish, Tagalog, and Vietnamese.

- ADA Commitment
- ADA Grievance Procedure
- Title VI Notice
- Title VI Complaint Form and Procedures

PSRC has a streamlined process for individuals requesting language assistance. This procedure has been translated in the languages listed above and is available on PSRC's Language Assistance page: <https://www.psrc.org/contact-center/language-assistance>.

In addition to vital documents, PSRC translated the following documents into simplified Chinese, traditional Chinese, Somali, Spanish and Vietnamese:

- Equity Advisory Committee (EAC) Application and Interview Questions

- EAC Call for applications
- EAC FAQ

These were all posted on our website and pushed through our outreach networks and community partners.

XI. Environmental Justice

When PSRC adopts new planning documents, or substantively amends existing documents in a manner that requires action by the General Assembly, the agency is required to comply with the Washington State Environmental Policy Act (SEPA), and with federal and state environmental justice requirements. When this occurs, a systematic process is used to study and evaluate all necessary environmental aspects of the proposed action(s), as set forth in EB-2016-01. Depending on the scope, complexity, and impacts of the project, a SEPA checklist, Determination of Non-significance (DSN), or SEPA Environmental Impact Statement (EIS) will be produced. In some cases, an existing environmental document may be adopted and a Supplemental EIS or Addendum may be prepared. When one of these documents is required, the agency's Environmental Affairs Liaison (also designated as the SEPA Responsible Official) oversees the process, and ensures all federal and state requirements are met, and that the public has been involved as appropriate.

Title VI was a part of the EIS process for VISION 2050. A Supplemental Environmental Impact Statement (SEIS) was prepared that built on the Final EIS from VISION 2040. In the Final SEIS, refer to Chapter 5 for the Environmental Justice analysis and outreach, Appendix H for the Equity Analysis, and Appendix I for comments and responses on the VISION 2050 Draft SEIS. Information on the scoping process and comments received are available on the VISION 2050 environmental review webpage. Future major updates of the Regional Transportation Plan will include a comprehensive outreach and environmental justice analysis and SEPA review.

XII. Notice of Title VI Rights

The paragraph below is inserted in all significant publications that are distributed to the public, such as future versions and updates of the Growth Management, Economic, and Transportation Strategy; Metropolitan Transportation Plan; and Regional Transportation Improvement Program for the central Puget Sound region. The text will remain permanently on the agency's website, <https://www.psrc.org/> and in the office. The version below is the preferred text, but where space is limited, the abbreviated version can be used in its place.

Your Rights against Discrimination under Title VI of the Civil Rights Act of 1964

The Puget Sound Regional Council (PSRC) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which PSRC receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under

Title VI has a right to file a formal complaint with PSRC. Any such complaint must be in writing and filed with PSRC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our Web site at <https://www.psrc.org/> or call (206) 587-4819.

To file a Title VI discrimination complaint, contact:

Nancy Buonanno Grennan at nbgrennan@psrc.org
PSRC
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035
(206) 464-7527

Washington Department of Transportation
Office of Equity and Civil Rights – Title VI
Box 47314
Olympia, WA 98504-7314
TitleVI@wsdot.wa.gov
Phone: (800) 259-9143

Abbreviated Title VI Notice to the Public

The following shortened version of the above paragraph can be used in communications where space or cost is an issue. This is what appears in PSRC news releases.

PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org> or call (206) 587-4819.

Title VI Plan Amendment Log

Date	Section(s) Amended	Summary of Amendments
September 2023	All	Reformatted using WSDOT's updated template
May 22, 2023	Title VI as Part of PSRC's Work Program	Updated staffing and organizational structure – administrative amendment
January 27, 2022	Title VI as Part of PSRC's Work Program	Updated staffing and organizational structure to reflect change in Title VI coordinator
September 23, 2021	2021 Title VI Plan Adopted	All sections updated to reflect current Title VI work program



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: Approve Contract Authority for PSRC's Participation in the Regional Transit Equity Summit

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to authorize the Executive Director to enter into one or more contracts related to PSRC's Equity work program, including the 2024 Regional Transit Equity Summit.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter into one or more contracts for support of PSRC's Equity work program and the 2024 Regional Transit Equity Summit. The total cost for all contracts will not exceed \$20,000.

BUDGET IMPACT

The adopted Fiscal Years 2024-2025 Supplemental Biennial Budget and Work Program includes funding for this project. The total budget for the contracts is not to exceed \$20,000.

DISCUSSION

Building from VISION 2050, the Regional Transportation Plan (RTP), adopted in May 2022, centers equity to provide a safe and equitable transportation system for all in the region. Moving forward, the RTP called for PSRC to expand on equity in all aspects of regional transportation planning, including collaborating with its members and community partners to reduce the likelihood that race and other demographic factors

continue to predict who has access to opportunities. To that end, Sound Transit, the City of Seattle, King County Metro Transit and PSRC are joining together to hold the first ever Regional Transit Equity Summit. The event is slated to be held in the fourth quarter of 2024, to allow for sufficient planning and outreach to ensure the event's success.

The entities will work together to highlight efforts to increase equity in our regional transit system and establish transit as a civil right and key strategy to combat climate change. The objectives of the event include engaging members of community, developing strategies to promote transit equity, and strengthening collaboration with key regional partners.

Each entity is contributing staff time and \$20,000 for venue rental, catering, audio/visual, and speaker expenses related to the convening, as well as various printing, graphics, and outreach and engagement needs. Sound Transit will serve as the administrative arm of the event, so will contract directly for these expenses.

If you have any questions, please contact Noah Boggess at 206-464-6170 or email nboggess@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Planning

Subject: **Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)**

IN BRIEF

Eight agencies submitted ten projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various funding processes, such as the Connecting Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan. At its meeting on September 14, the Transportation Policy Board (TPB) recommended adoption of the amendment.

RECOMMENDED ACTION

The Executive Board should adopt an amendment to the 2023-2026 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

Under the Infrastructure Investment and Jobs Act (IIJA), PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), and Bus and Bus Facilities Formula (5339).

While PSRC does not have project selection authority for other types of federal, state, or local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2050, the Regional Transportation Plan, and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is further described below.

Consistency with VISION 2050 and the Regional Transportation Plan

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2050 and the Regional Transportation Plan.

Air Quality Conformity

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

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

Funding Reasonably Expected to be Available

For the projects in Exhibit A, PSRC has confirmed that the funds are reasonably expected to be available.

PSRC's Project Tracking Policies

Detailed below is one request from King County Metro for modifications to PSRC's FTA funds for this amendment. The modification was found to be consistent with PSRC's project tracking policies and was reviewed and recommended by the Transportation Operations Committee (TOC) at its meeting on August 23, 2023.

The agency requests to redistribute \$14,560,309 in 2024 FTA funds from its "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024" project to its "Trolley Energy Storage System Replacement" project. The redistribution is needed because the Energy Storage System units on Metro's fleet of electric trolley buses are at or beyond their useful life and are beginning to fail, so obtaining replacement units is

critical to the agency's continued operation of these zero emission coaches. The "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024" scope will not change as the project will displace the federal funds used for vehicle maintenance with other funding sources. The "Trolley Energy Storage System Replacement" project scope will remain the same because this project is 100% federally funded due to the use of toll credits as match, so adding additional federal funds will increase the percentage Metro is able to receive in FTA reimbursements.

The above funding redistribution request by King County Metro was recommended for approval by the TPB but was subsequently withdrawn by the agency. This redistribution of FTA funds is no longer needed due to a more recent change in the agency's long-term financial plans. The TIP amendment has therefore been modified to remove the requested modifications to the agency's projects, as summarized in Exhibit A.

Federal and State Fund Source Descriptions

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

5337 HIFG	FTA funding for maintenance, replacement, and rehabilitation of high-intensity fixed guideway systems to help maintain transit assets in a state of good repair.
CWA	State Connecting Washington Account.
Demonstration	Federal demonstration projects are identified through appropriation bills approved by Congress.
HSIP	Highway Safety Improvement Program for safety work on public roads.
MAW	State Move Ahead Washington Account.
MVA	State funds from the Motor Vehicle Account.
NHPP	Provides support for the condition and performance of the National Highway System (NHS).
Other TIB	Transportation Improvement Board funding for street construction and maintenance.
RAISE	Rebuilding American Infrastructure with Sustainability and Equity discretionary funding for road, rail, transit, and port projects.
Safe Routes to School	Funding program to enable and encourage children to walk and bicycle to school.

For more information, please contact Jennifer Barnes at 206-389-2876 or jbarnes@psrc.org.

Attachments:
Exhibit A

Month: September
Year: 2023

Project(s) Proposed for
Routine Amendment to 2023-2026 TIP

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
1. Des Moines	S 240th St Improvements New project programming preliminary engineering, right-of-way, and construction phases to widen the roadway, add a bike lane, and make improvements to curb, gutter, and sidewalk between 20th Ave S and 16th Ave S, and complete the south segment of the Barnes Creek Trail along the north side of the roadway.	\$3,500,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,465,000				
		\$5,965,000				
		MAW Local Total				
2. Fife	62nd Ave E Multimodal Improvements New project programming preliminary engineering, right-of-way, and construction phases for multimodal improvements to 62nd Ave E including raised crosswalk, lane number and width reductions, buffered bike lanes, and a shared-use path.	\$3,092,080	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$160,000				
		\$3,252,080				
		Federal Safe Routes To School Local Total				
3. Kitsap County	Sidney & Pine New project programming preliminary engineering, right-of-way, and construction phases to install a four-leg, single lane roundabout at Sidney Road SW and SW Pine Road.	\$3,210,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,210,000				
		Federal HSIP Total				
4. Lakewood	South Tacoma Way - 88th to North City Limits Existing project programming a construction phase to complete pavement overlay and rehabilitation and install curb, gutter, sidewalk, bike, lanes, and ADA compliant ramps and facilities along the corridor.	\$2,500,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,668,934				
		\$4,168,934				
		Federal Demonstration Local Total				
5. Lynnwood	Poplar Way Extension Bridge Existing project programming a construction phase to construct new six-lane bridge over I-5 between the intersections of 196th St SW and Poplar Way and 33rd Ave W and Alderwood Mall Blvd, including sidewalk, shared use path, intersection modifications at both ends, and a tunnel for the Interurban Trail.	\$25,000,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$10,000,000				
		\$5,000,000				
		\$2,085,000				
		\$42,085,000				
		Federal RAISE State Other TIB Local Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
6. Seattle	Pedestrian Scale Lighting New project programming preliminary engineering and construction phases for pedestrian scale illumination and ADA curb ramps on S Dearborn St, S King St, and 12th Ave S between 5th Ave S, S Dearborn St, 12th Ave S, and S Main St.	\$2,556,000 State \$585,000 Local \$3,141,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. WSDOT Northwest Region	SR 104/NE 195th St Vicinity - Gabion Wall Replacement New project programming preliminary engineering and construction phases to replace existing gabion wall with a soldier pile wall to maintain and preserve the roadway structure.	\$4,203,684 Federal NHPP \$119,247 MVA \$4,322,931 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. WSDOT Olympic Region	SR 302/118th Ave NW Intersection - Compact Roundabout Existing project adding funds to preliminary engineering and construction phases and programming a right-of-way phase to construct a compact roundabout.	\$211,794 Federal HSIP \$10,758 MVA \$222,552 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. WSDOT Olympic Region	I-5/Dupont to Lakewood - Shared Use Path New project programming preliminary engineering and right-of-way phases to construct a pedestrian/bike path between Steilacoom- Dupont Road and Berkeley Street.	\$5,667,913 CWA \$5,667,913 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Recommend a Change in Regional Transportation Plan Project Status for Four Projects**

IN BRIEF

Two agencies have submitted four requests to change the status of Regional Capacity Projects. Per PSRC's adopted procedures, requests to change a project status require Board action. At its meeting, September 14, the Transportation Policy Board recommended that the Executive Board authorize changing the status of the projects as requested.

RECOMMENDED ACTION

The Executive Board should authorize the changes in project status for the four Regional Capacity Projects detailed in Exhibit A from "Candidate" to "Approved."

DISCUSSION

The Regional Transportation Plan contains policies requiring PSRC's Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in the Regional Transportation Plan are designated as Candidate, Approved, or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but that one or more of the following has not yet been completed: environmental documentation and approvals, financial plan, and/or other planning requirements. A project's status is changed to Approved once these requirements have been met. Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final

signatures on its environmental documentation but has completed all other requirements, the Executive Board may grant Conditional Approval. Once the final details have been completed, staff have the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

Four projects are requesting change in project status changes from “Candidate” to “Approved.” Additional details of each project are provided in Exhibit A, including the project description and criteria applied to review the project for the requested status change.

For more information, please contact Mitch Koch at 253-356-5481 or mkoch@psrc.org.

Attachments:

Exhibit A - Regional Capacity Projects Status Change Requests

EXHIBIT A: REGIONAL CAPACITY PROJECTS STATUS CHANGE REQUESTS

Sponsor	Project Title	Project Description	Total Project Cost	Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
REQUESTING CHANGE FROM “CANDIDATE” TO “APPROVED”									
Seattle	23 rd Ave Bus Rapid Transit Project	This project includes improvements to increase transit speed, reliability, and access along 23 rd / 24 th Avenue, E Montlake Place, Montlake Boulevard, Pacific Street, and 15 th Avenue NE between the Rainier Beach and University District Link Light Rail Stations. Improvements include bus only or Business Access Transit lanes, queue jumps, channelization, and signal optimization for buses. The 23 rd Ave Bus Rapid Transit project is a portion of the broader RapidRide Corridor 4: Rainier Valley to U-District investment included in the Regional Transportation Plan.	\$4,028,247	This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	NEPA Documented Categorical Exclusion (DCE) was issued March 2023.	N/A	The project is fully funded with \$1,153,000 of federal funds and \$2,875,247 of local funds for a total project cost of \$4,028,247 in 2022 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.
Seattle	Rapidride Roosevelt (J-Line), Eastlake Segment Project	The Eastlake segment of the Rapidride Roosevelt project is located on Eastlake Avenue E from Fairview Avenue N to Fuhrman Avenue E. Improvements include roadway re-channelization and repaving, new protected bike lanes, station platforms and station access improvements, and signal upgrades. Work also includes pedestrian-scale lighting at stations, and communication infrastructure. The Rapidride Roosevelt (J-Line), Eastlake Segment project is a portion of the broader RapidRide Corridor 7 investment included in the Regional Transportation Plan, which extends south to King Street Station, and north to Northgate Link Light Rail Station.	\$5,950,000	This project is consistent with regional policies.	The project received a benefit-cost analysis rating of High based on the FTA's Small Starts rating process.	NEPA Finding of No Significant Environmental Impact (FONSI) was issued by FTA April 2022. SEPA Determination of Non-Significance (DNS) was issue May 2022.	The City of Seattle has entered Memorandums of Agreement with King County for Design & Construction and Operations & Maintenance.	The project is fully funded with \$4,000,000 of federal funds and \$1,950,000 of local funds for a total project cost of \$5,950,000 in 2020 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.
WSDOT	SR 9: Marsh Rd. to 2nd St. Widening Project	This project will widen the SR 9 corridor to four lanes with pedestrian, bicycle, and intersection improvements from milepost 8.41 to 9.68. This project will also include construction of a second bridge over the Snohomish River and painting of the existing bridge.	\$141,948,369	This project is consistent with regional policies.	The project received a benefit-cost analysis rating of Medium based on the SR 9 Corridor Planning Study.	SEPA Determination of Non-Significance (DNS) was issued February 2022.	N/A	The project is fully funded with \$141,948,369 of state funds in 2023 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.
WSDOT	SR 305/Winslow Ferry to Hostmark St - Safety Improvements Project	This project will construct roundabouts along SR 305 at the intersections of Port Madison, Adas Will Lane, and Totten Road.	\$29,465,960	This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	SEPA is expected to be issued October 2023.	N/A	The project is fully funded with \$29,465,960 of state funds in 2023 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Recommend Approval of an FTA Project Tracking Extension and Scope Change**

IN BRIEF

PSRC routinely monitors the progress of funds awarded to transit agencies from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The Transportation Operators Committee (TOC) recently reviewed a delayed Sound Transit project and recommended a scope change and extension, per guidelines established in PSRC's adopted Project Tracking Policies. At its meeting September 14, the Transportation Policy Board recommended that the Executive Board approve the scope change and extension.

RECOMMENDED ACTION

The Executive Board should approve a scope change and extension to December 31, 2023, for Sound Transit's delayed "Commuter Rail Project: Seattle to Lakewood."

DISCUSSION

Per PSRC's Project Tracking Policies, PSRC monitors its regionally managed FTA and FHWA funds on an ongoing basis to ensure their timely and predictable usage. For delayed transit projects, the TOC reviews the reasons for the delay and develops recommendations based on whether the reason for the delay is considered "reasonable" or "unreasonable" per adopted policy. The primary consideration in determining whether a delay would be considered reasonable is whether the delay is due to factors outside of the agency's control.

At its meeting on August 23, 2023, the TOC reviewed Sound Transit's delayed "Commuter Rail Project: Seattle to Lakewood." PSRC funds were awarded in 2018 for the right-of-way phase to expand Sounder South line capacity in King and Pierce Counties, including extending station platforms to accommodate 10-car trains, nonmotorized access improvements and track and signal upgrades. The project has been delayed due to the realignment of Sound Transit's financial plan during the COVID pandemic and the right-of-way phase is now on hold until 2025.

Per policy, the reason for and the length of the delay was determined to be unreasonable. As an alternative, Sound Transit requested that funds be moved from the right-of-way phase to the preliminary engineering/design phase, which would allow the funds to be obligated sooner. This change of phase is considered a scope change from the original competitive award.

Sound Transit provided information ensuring that the full scope of the project would still be delivered with the requested change in phase and that engineering and environmental work was progressing. With this additional information the TOC voted unanimously to recommend approval of the scope change and an extension to December 31, 2023.

For additional information, please contact Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822.



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board
Councilmember Ed Prince, Chair, Growth Management Policy Board

Subject: Approve Certification of Pierce County Countywide Planning Policies

IN BRIEF

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the countywide planning policies for Pierce County. The certification report (Attachment A) describes how the policies meet applicable requirements.

RECOMMENDED ACTION

The Executive Board should certify that the countywide planning policies for Pierce County are consistent with the VISION 2050 multicounty planning policies and the Regional Transportation Plan.

DISCUSSION

A major emphasis of the Washington State Growth Management Act is the need to coordinate local, regional, and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council have worked together to develop a process for reviewing local, countywide, regional, and transit agency policies and plans for compatibility and consistency.

VISION 2050, the region's long-range plan for growth, calls for countywide planning policies (CPPs) to be updated to address multicounty planning policies included in VISION 2050 (MPP-RC-13). The countywide planning policies provide guidance to Pierce County and its cities and towns to guide the update of their local comprehensive plans and development regulations.

Pierce County and its cities adopted and ratified a major update to the countywide planning policies (CPPs) on May 17, 2022 (Ordinance 2022-29) and ratified on November 14, 2022. Exhibit A of the CPPs including the population, housing, and employment targets was updated to reflect the state provided housing need allocations and adopted on June 20, 2023 (Ordinance 2023-22s).

The adopted Policy & Plan Review Process calls on PSRC to review the countywide planning policies based on a comparative analysis of countywide and multicounty planning policies, focusing on policy areas for regional planning identified in the Growth Management Act (RCW 36.70A.210).

The countywide planning policies update aligns with the multicounty planning policies, the Regional Growth Strategy in VISION 2050, and achieves several local initiatives pursued by the county and its cities. Notable changes include a new Tribal coordination chapter developed in coordination with the Puyallup Indian Tribe, and a new Health in planning chapter developed in coordination with Tacoma-Pierce County Public Health. The CPPs also address the environment, affordable housing, military installations, transportation, countywide centers, and other planning issues. The county's 2044 population, housing, and employment growth targets for 2024 are provided as an Exhibit A to the countywide planning policies but are adopted independently by the county.

The update process included extensive work by the staff group, the Growth Management Coordinating Committee, engagement with city councils through the Pierce County Regional Council, public comment, and the county's legislative process. PSRC reviewed the CPPs and found the policies substantially address the VISION 2050 multicounty planning policies and the Regional Transportation Plan. PSRC staff coordinated with county and countywide staff in the review of the policies and drafting of the certification report.

For more information, contact Liz Underwood-Bultmann, Principal Planner, at LUnderwood-Bultmann@psrc.org.

Attachment:
Pierce County CPP Certification Report

Countywide Planning Policies Plan Review Certification Report



Pierce County Countywide Planning Policies

AUGUST 31, 2023

Pierce County adopted a major update to the countywide planning policies (CPPs) on May 17, 2022, (Ordinance 2022-29), which were subsequently ratified on November 14, 2022. The CPPs were updated to align with the multicounty planning policies and the Regional Growth Strategy in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Pierce County and its cities. Notable changes to the policies include new and revised policies focused on planning for affordable housing, healthy communities, climate, military installation compatibility, and tribal consultation.

The Pierce County Countywide Planning Policies were updated through a collaborative process including staff from Pierce County, cities, the Puyallup Tribe, and the Port of Tacoma, with input from the Puget Sound Regional Council and state agencies. Recommendations from the Growth Management Coordinating Committee (staff) were made to the Pierce County Regional Council. Action adopting the updated policies was made by the Pierce County Council and ratified by the cities.

Pierce County adopted Exhibit A with housing, population, and employment targets on September 3, 2022 (Ordinance No. 2022-46s), although the exhibit is not a formal part of the countywide planning policies. The Pierce County Council readopted the growth targets with housing need allocations in June 2023 to implement HB 1220 as well as adjustments to the adopted housing targets to be consistent with the state housing need allocation (Ordinance No. 2023-22s).

COUNTYWIDE PLANNING POLICIES CERTIFICATION

VISION 2050, the region's long-range plan for growth, calls for countywide planning policies to be updated to address the multicounty planning policies included in VISION 2050 (MPP-RC-13). The adopted [Policy and Plan Review Process](#) calls on PSRC to review the countywide planning policies based on a comparative analysis of countywide and multicounty planning policies, focusing on policy areas for regional planning identified in the Growth Management Act (RCW 36.70A.210). The consistency certification of countywide planning policies and the Regional Transportation Plan is based on a comparative analysis of the adopted countywide transportation-related planning policies and the Regional Transportation Plan (RCW 47.80.023). PSRC coordinated with Pierce County and GMCC staff and reviewed information provided by staff to prepare this report.

CERTIFICATION RECOMMENDATION

Based on review of the countywide planning policies using the [VISION 2050 Consistency Tool for Countywide Planning Policies](#), the following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board and Executive Board:

The Puget Sound Regional Council certifies that the countywide planning policies for Pierce County are consistent with the VISION 2050 multicounty planning policies and the Regional Transportation Plan.

The remainder of this report contains a summary of the PSRC review of the countywide planning policies. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and the [VISION 2050 Consistency](#)

[Tool for Countywide Planning Policies](#), is listed in high-level bullets. Discussion in each topic area summarizes the policies, as well as issues identified through the certification review where future work on the part of the county and its cities may more fully address VISION 2050 and the Regional Transportation Plan requirements.

REVIEW OF COUNTYWIDE PLANNING POLICIES

VISION 2050 emphasizes the value of coordination to achieve shared regional objectives. CPPs complement multicounty planning policies and provide more specific level of detail to guide county and local comprehensive planning. CPPs are reviewed using the VISION 2050 Consistency Tool for Countywide Planning Policies. This section follows the order and content established in the tool, covering the policy chapters in VISION 2050 (regional collaboration, environment, climate change, land use/development patterns, economy, transportation and public services).

Regional Collaboration

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

Support joint planning and coordination among jurisdictions, agencies, Tribes, ports, military installations, special purpose districts and adjacent regions.

Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities.

Recognize military installations and their beneficial impacts and challenges.

Prioritize transportation investments to centers and high-capacity transit station areas.

Promote existing and new funding sources to implement the regional vision.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for regional collaboration:

- ☑ Policies emphasize joint planning and collaboration between the cities, the county, and the port. (TR-7-8)
- ☑ A new policy chapter recognizes the importance and provides a detailed framework for working with Tribal governments and preserving treaty rights. (Policies TC-1-5)
- ☑ A new policy chapter addresses the importance and benefits of coordinating with Joint Base Lewis McChord and the need to jointly address challenges, such as housing and transportation. (MI1-5)
- ☑ New policies address equity, including a new Health chapter and policy that seeks to identify and mitigate the equity impacts of policy, regulation, and development proposals (H-3), and transportation policies that consider equity (TR-4).

DISCUSSION

- Pierce County's new chapter on Tribal Consultation is an impressive set of policies that will further development of strong relationships between the county, cities and Tribes, helping to work towards mutually agreed upon objectives for transportation, economy, and the environment.
- VISION 2050 encourages the use of a system of regional, countywide, and local centers as a means to organize infrastructure planning and prioritize funding. Pierce County has a detailed framework of regional centers, countywide centers, and centers of local importance. As the county reevaluates its countywide funding process it will be important to ensure consistency with the countywide policies that prioritize centers.

Regional Growth Strategy

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

Implement the Regional Growth Strategy by providing direction for growth targets, including growth in centers and near high-capacity transit, addressing jobs-housing balance, reducing the rate of rural growth and supporting infill within the urban growth area.

Ensure urban growth area stability and sustainability over the long term.

Include a **process to reconcile discrepancies** between growth targets and local plans.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for the Regional Growth Strategy:

- ☑ A policy chapter that guides a collaborative process for adopting housing and employment targets consistent with VISION 2050 and directs inclusion of targets in local comprehensive plans (chapter GT).
- ☑ Policy GT-6 directs a target reconciliation process.

DISCUSSION

- Pierce County is commended for a collaborative process to develop growth targets that implement VISION 2050. While, Pierce County adopts growth targets separately from the countywide planning policies and therefore they are not included in certification, PSRC looks for substantial consistency with adopted growth targets during certification review of local plans. Pierce County adopted growth targets in 2022 in Ordinance No. 2022-46s and recently updated the housing targets and adopted income-level housing need allocations on June 20, 2023, with Ordinance No. 2023-22s.
 - Overall, the county's growth targets are more closely aligned with VISION 2050 and orient much of Pierce County's growth in larger cities and areas with greater transit service. As noted in Pierce County Ordinance No. 2022-46s, the population and employment targets for Core Cities are lower than planned for by VISION 2050 and significant growth is planned for the unincorporated urban area, both within the HCT Communities designation (near transit) and outside of the transit service area. As communities and Pierce Transit continue to plan for growth it will be important to ensure implementation of the planned Pierce Transit Bus Rapid Transit (BRT) lines that support a significant portion of the county's growth allocation, especially in unincorporated urban areas, or to reassess growth allocations to the urban unincorporated areas if BRT service is significantly delayed. Core Cities, which collectively have lower targets than VISION 2050, are encouraged to plan for their full targets and to seek opportunities to more closely align with VISION 2050.
 - Growth targets are directly included in other county CPPs. Pierce County is advised to consider formally incorporating targets in future updates to reduce certification risks for individual comprehensive plans.
- VISION 2050 and the Regional Growth Strategy emphasize transit-supportive densities and growing near high-capacity transit station areas, such as future bus rapid transit stops, where services and infrastructure exist and are planned. Local plans should focus growth and support transit-supportive densities in centers and near high-capacity transit station areas beyond designated centers. (MPP-RC-8, MPP-RGS-8, H-7-8, MPP-DP-22).

Environment

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

Coordinate and integrate environmental strategies among jurisdictions, Tribes, countywide and watershed groups.

Promote environmentally sensitive development, including minimizing impacts to natural features.

Support protection of critical areas and incentivize environmental stewardship.

Plan for open space and encourage protection of native vegetation and tree canopy.

Promote the protection of water quality and restoration of hydrological function.

Avoid and/or mitigate environmental impacts for vulnerable populations.

Reduce pollution, including air toxics, greenhouse gases and stormwater.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for the environment:

- ☑ A comprehensive set of environmental policies support a coordinated, inter-jurisdictional approach to protecting natural and critical areas and minimize impacts from pollution (chapter ENV).
- ☑ Policy support for working collaboratively with the Puget Sound Partnership to protect the species, habitat, and biodiversity of Puget Sound (ENV-4).
- ☑ Policies to plan for the provision and designation of open space (ENV11-18).

DISCUSSION

The certification review found the CPPs to be generally aligned with the environmental policies of VISION 2050.

Climate Change

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

Support achieving regional emission reduction goals by encouraging electrifying the transportation system, prioritizing investments that reduce emissions, promoting reduced vehicle miles travelled, and expanding use of conservation, alternative energy sources and energy management technology.

Support reducing building energy.

Coordinate work to **sequester and store carbon**.

Address impacts on water, land, infrastructure, health and the economy.

Address siting and planning for relocation of hazardous industries away from the **500-year floodplain**.

Address impacts to **vulnerable populations and areas disproportionately affected by climate change**.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for climate change:

- ☑ Policy to explore creating a Pierce County coalition to address the impacts of climate change on a regional scale that recognizes the clear and present danger posed by climate change (ENV-6).
- ☑ Updated policies address adaptation and mitigation of climate change strategies, including sea level rise and resiliency (ENV-40).

- ☑ Policy to avoid, mitigate, and reverse climate impacts on disproportionately impacted communities, including Black, Indigenous, communities of color, populations without permanent shelter, and low-income residents (ENV40.1.3).
- ☑ Policy to direct development to urban areas and centers to support carbon sequestration in natural areas (ENV-44).
- ☑ Policy to meet state goals for reducing greenhouse gas emissions (ENV-41).

DISCUSSION

- The Pierce County CPPs have thorough support for mitigating and responding to climate change impacts. The state Legislature recently passed HB 1181, which stipulates additional planning requirements related to climate change and resilience. The CPPs may need to be further amended to ensure consistency with HB 1181.

Land Use/Development Patterns

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

Reduce disparities in opportunity by supporting inclusive community planning, investments to expand opportunity, and strategies to mitigate displacement in centers and near high-capacity transit.

Implement the **Regional Centers Framework**.

Maximize transit investments through appropriate densities.

Support center and station area planning.

Facilitate annexation and incorporation, support joint planning, and affiliate unincorporated areas.

Reduce rural growth over time, ensure long-term **integrity of resource lands** and avoid conversion to other uses.

Prioritize reducing health disparities and improving outcomes.

Avoid incompatible uses near airports, military installations, manufacturing/industrial centers and Tribal reservation lands.

Address impacts on culturally significant sites and Tribal treaty fishing, hunting and gathering grounds.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for Land Use/Development Patterns:

- ☑ A new policy chapter on public health considers human health consideration and works to address disparities in opportunity through public investments (H-3.5, 4).
- ☑ Policies work implement the Regional Centers Framework, including detailed policies to designate countywide centers and centers of local importance. (Centers chapter)
- ☑ Policies support coordinated land use and transportation planning and encourage transit-oriented development in centers (TR-6.4.1-6.4.4).
- ☑ Policies to protect the rural areas from urban encroachment and to persevere agricultural and resource lands. (RUR-2-7, AG-4, 6, 7, TR-6.2)

DISCUSSION

The certification review found the CPPs to be generally aligned with the development pattern policies of VISION 2050.

Housing

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

Increase housing production opportunities to address supply, including diverse types and styles.

Address housing affordability needs, with an emphasis on housing near transit and in centers.

Promote jobs-housing balance by providing housing choices accessible to workers.

Expand **moderate-density housing** capacity.

Address **residential displacement**.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for housing:

- ☑ Policies support meeting the full range of affordable and moderate income housing needs through a range of strategies, including housing action plans and the adoption of innovative techniques. (AH-2)
- ☑ Support for a countywide housing affordability program. (AH-4)
- ☑ Direction to periodically monitor and assess housing needs and the accommodation of 20-year allocations. (AH-6)
- ☑ Policy to identify potential, physical, economic, and cultural displacement and to use a range of strategies to prevent and mitigate impacts of displacement. (AH-8)

DISCUSSION

- The county adopted population and housing targets in 2022 and recently adopted revised housing targets along with housing need allocations to implement requirements in HB 1220. (Ordinance No. 2023-22s, June 20, 2023)

Economy

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

Support recruitment and retention to foster a positive business climate.

Focus employment growth in centers.

Support industry clusters recognized in the Regional Economic Strategy.

Promote environmentally and socially responsible business practices.

Expand **access to opportunity and remove barriers** for economically disconnected communities.

Support and empower **contributions of culturally and ethnically diverse communities.**

Address **commercial displacement**.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for the economy:

- ☑ Policy to achieve a prospering and sustainable regional economy by supporting business and job creation, investing in all people, sustaining environmental quality, and created great central places, diverse communities, and high quality of life. (EC-1)

DISCUSSION

- While the housing chapter recognizes and works against residential displacement, a similar policy approach that addresses physical, economic, and cultural displacement of existing businesses could be valuable to add to the economic chapter, consistent with MPP-Ec-12.

Transportation

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

Prioritizing improvements that support the Regional Growth Strategy, centers and high-capacity transit areas.

Maintain and preserve the transportation system.

Manage demand and support alternatives to driving alone.

Identify stable and predictable funding sources and pursuit of alternative transportation financing.

Strategies and actions for changes in **transportation technologies and mobility**.

Racial and social equity as a core objective in transportation improvements, programs and services.

Provide mobility choices for people with special needs.

Promote human health and the state's goal of zero deaths and serious injuries.

Support the economy and the movement of people and goods.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for transportation:

- ☑ Policies promote a sustainable and coordinated multi-modal transportation system that aligns with the Regional Transportation Plan and the Regional Growth Strategy and provides current and future generations with transportation infrastructure and services that offer mobility for all users in an equitable, efficient, clean, and cost effective manner. (TR-1)
- ☑ Support for Target Zero and meeting transportation safety goals of zero deaths and serious injuries. (TR-2)
- ☑ Policy to consider equity, inclusion, and access to opportunity, including prioritizing investments for historically underserved communities. (TR-4)
- ☑ Policies support coordination between land use and transportation planning, including locating new transportation facilities near new growth and prioritizing multimodal improvements that support the Regional Growth Strategy. (TR-6)

DISCUSSION

- VISION 2050 continues the regional policy to prioritize transportation investments in centers and near transit, where growth is most likely to occur. A countywide subcommittee has been exploring transportation funding process. Any changes to the countywide funding process should continue to prioritize countywide centers, high-capacity transit areas, and designated local centers. County-level and local funding are also appropriate to prioritize for regional centers.
- Achieving regional goals to provide transportation alternatives, manage congestion, reduce vehicle miles traveled, and mitigate pollution requires providing access to high quality transit service throughout the urban area. While the Pierce County CPPs support the use of transit, policies should be considered that directly support the expansion of the Pierce Transit service area and for land use patterns designed to support transit use and operations.

Public Services

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

- Protect and enhance the environment and public health** when providing services and facilities.
- Coordinate planning for services and facilities** to support the Regional Growth Strategy.
- Provide guidance to locate urban services** and regional facilities in urban areas and appropriately scale rural facilities.
- Serve new development** within urban areas with sanitary sewer and replace failing septic systems.
- Consider impacts of climate change** on public facilities.
- Plan for affordable and equitable access to public services**, especially to underserved communities.
- Encourage interjurisdictional coordination** of public safety and emergency management.
- Locate community facilities and services in centers and near transit.**
- Work with school districts** on siting, design and strategies to provide adequate urban capacity.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for public services:

- ☒ Policies to provide urban services within urban areas and to design public facilities in the rural area to be a size and scale appropriate to rural locations. (RUR11-12)
- ☒ Clear policies on the siting of essential public facilities. (EPF-1-7)

DISCUSSION

- The certification review found the CPPs to be generally aligned with the public service policies of VISION 2050.

Conclusion and Next Steps

PSRC congratulates Pierce County and its cities for working collaboratively on this major update of the Countywide Planning Policies and through the plan review and certification process. The policies effectively address regional requirements for countywide planning policies, demonstrate consistency with VISION 2050, and are recommended for certification.

For additional information regarding this certification report, please contact Liz Underwood-Bultmann at LUnderwood-Bultmann@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

September 21, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board
Councilmember Ed Prince, Chair, Growth Management Policy Board

Subject: **Recommend Approval of Non-Voting Seats on the Transportation Policy Board and Growth Management Policy Board**

IN BRIEF

Non-voting community representatives are an important part of PSRC's policy boards. They speak to perspectives that go beyond the boards' traditional membership of counties, cities, transit agencies, ports and the state, and they help the board coordinate with other important public agencies.

This memo recommends updating the composition of non-voting seats on the Transportation Policy Board and Growth Management Policy Board, along updating procedures for recruitment of non-voting seats to enhance recruitment and secure meaningful and productive participation.

RECOMMENDED ACTION

The Executive Board should adopt the proposed changes to the composition of non-voting seats on the Transportation Policy Board and Growth Management Policy Board as shown on Attachment A & B.

DISCUSSION

After an initial discussion with the Executive Committee, PSRC staff worked with Policy Board leadership to craft changes to the composition of non-voting seats. The recommendations were brought to the September policy board meetings where the

changes were discussed and recommendations to the Executive Board were acted upon.

Background

Currently, the two policy boards each have eight at-large non-voting seats: four for Community / Environment and four for Business / Labor. Each non-voting seat has a three-year term with staggered recruitment years that are filled one a year in the fall.

After discussions with the Executive Committee and in coordination with the Chairs and Vice Chairs of the two policy boards, the policy boards are recommending the following changes to the composition of non-voting seats:

1. Given their close relationship to the work of the agency and their historic participation as non-voting members, it is proposed to include a permanent non-voting seat to be shared by the four **Public Health Agencies** as one of the defined Public Agencies non-voting seats on both boards.
2. It is further proposed to include a non-voting seat for the **Equity Advisory Committee** (EAC) as part of the non-voting PSRC Committees seats for both boards. This will bring the important voice of this PSRC advisory committee to each table.
3. It is further proposed that the current structure of eight at-large non-voting seats be modified to “**up to six**” seats (three seats for Community / Environment and three for Business / Labor) to keep the current number of non-voting seats the same for both policy boards with the addition of two non-voting public health agencies and the EAC.

Recruitment

The application for non-voting seats will also ask the organization to make a commitment to participate on a regular basis. A non-attendance clause is proposed to be included to allow for review and potential revocation of membership after a certain number of absences.

Since many regional civic organizations are based in King County, recruitment from the other three counties continues to be challenging. PSRC commits to enhanced efforts to build relationships and pursue contacts with organizations in the other three counties.

It is also proposed that recruitment and appointment opportunities be allowed on an as-needed basis, rather than the current structure of three-year staggered terms on a once-a-year schedule. This will allow for greater flexibility and potentially more opportunity to engage a larger pool of candidates. The proposal would retain the three-

year terms for appointed members, but with these revisions, terms would begin fresh in January 2024. Open recruitment will be available on PSRC's website throughout the year to allow flexibility in appointing new members as needs arise.

Next Steps

After action by the Executive Board, the revised structure would then be implemented for the 2023 non-voting seat recruitment process to be conducted this fall.

Staff will update the application materials for non-voting seats to better reflect the expectations of the positions and experience sought for representation. A more visible web presence will also be developed for more robust and ongoing recruitment and engagement.

For more information, please contact Josh Brown at 206-464-7515 or jbrown@psrc.org.

Attachments:

A - Proposed Amendments to Transportation Policy Board Composition

B - Proposed Amendments to Growth Management Policy Board Composition

TRANSPORTATION POLICY BOARD

Approved by Executive Board on June 26, 2014

AS RECOMMENDED BY THE TRANSPORTATION POLICY BOARD

Organizations			Representatives	
Voting TPB Members	King County	County	2	
		Largest City (Seattle)	2	
		Metropolitan Center (Bellevue)	1	
		Other Cities/Towns	3	
		Local Transit	1	
	Kitsap County	County	1	
		Metropolitan Center (Bremerton)	1	
		Other Cities/Towns	1	
		Local Transit	1	
	Pierce County	County	1	
		Metropolitan Center (Tacoma)	1	
		Cities/Towns	1	
		Local Transit	1	
	Snohomish County	County	1	
		Metropolitan Center (Everett)	1	
		Cities/Towns	1	
		Local Transit	1	
	Regional Transit Agency	Sound Transit	1	
	Federally Recognized Tribes	Muckleshoot Tribal Council	1	
		Puyallup Tribe	1	
		Suquamish Tribe	1	
	Subtotal City/County, Federally Recognized Tribes			25
	Statutory Members	Ports (Seattle, Tacoma, Everett, Bremerton)	1	
State Transportation Commission		1		
State Department of Transportation		1		
State Legislative Transportation Committee	House	2		
	Senate	2		
Subtotal Statutory, Legislators			7	
Total Voting Members			32	
Non-Voting TPB Members	Associate Members	Island County	1	
		Thurston Regional Planning Council	1	
	Public Agencies	Puget Sound Clean Air Agency	1	
		WA State Transportation Improvement Board	1	
		Freight Mobility Strategic Investment Board	1	
		Public Health Agencies	1	
	PSRC Committees	Regional Staff Committee	1	
		Regional Project Evaluation Committee	1	
		Transportation Operators Committee	1	
		Equity Advisory Committee	1	
	Private/Civic Members	Business / Labor	3	
		Community / Environment	3	
Total Non-Voting Members			16	
	TOTAL VOTING AND NON-VOTING MEMBERS		46	

**Ex Officio
TPB
Members**

State legislators whose districts are wholly or partly within the Regional Council's boundaries are non-voting ex officio members.
(As required by Engrossed Senate Bill 5245, passed in the 2003 Legislature)

GROWTH MANAGEMENT POLICY BOARD

Approved by Executive Board on October 29, 2015

AS RECOMMENDED BY THE GROWTH MANAGEMENT POLICY BOARD

Organizations			Representatives
Voting GMPB Members	King County	County	2
		Largest City (Seattle)	2
		Metropolitan Center (Bellevue)	1
		Other Cities/Towns	3
	Kitsap County	County	1
		Metropolitan Center (Bremerton)	1
		Other Cities/Towns	1
	Pierce County	County	1
		Metropolitan Center (Tacoma)	1
		Other Cities/Towns	1
	Snohomish County	County	1
		Metropolitan Center (Everett)	1
		Other Cities/Towns	1
	Federally Recognized Tribes	Muckleshoot Tribal Council	1
		Puyallup Tribe of Indians	1
		Suquamish Tribe	1
	Subtotal City/County, Federally Recognized Tribes		20
Statutory Members	Ports (Seattle, Tacoma, Everett, Bremerton)	1	
	WA State Department of Transportation	1	
Subtotal Statutory Representatives		2	
Total Voting Members		22	
Non-Voting GMPB Members	Associate Members	Alderbrook Water and Wastewater District	1
		Thurston Regional Planning Council	1
	Public Agencies	WA State Department of Commerce	1
		Public Health Agencies	1
	PSRC Committees	Regional Staff Committee	1
		Equity Advisory Committee	1
	Private/Civic Members	Business/Labor	3
		Community/Environment	3
Total Non-Voting Members		12	
	TOTAL VOTING AND NON-VOTING MEMBERS		34



Puget Sound Regional Council

DISCUSSION ITEM

September 21, 2023

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Washington State Ferries Presentation**

DISCUSSION

At its September 28 meeting, Washington State Ferries Deputy Assistant Secretary Nicole McIntosh will join the Executive Board to discuss the issues the ferry system is grappling with, what is being done to address these challenges and identify what Executive Board members can do to help advocate for a robust ferry system to serve our state in the coming decades.

For more information, please contact Josh Brown at 206-464-7515 or jbrown@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

September 21, 2023

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: Regional Safety Plan Draft Scope of Work

IN BRIEF

PSRC staff has developed a draft scope of work for a Regional Safety Plan, which is being developed through funding awarded by the USDOT Safe Streets and Roads for All (SS4A) Grant Program. The Executive Board will be briefed on the draft scope of work and have an opportunity to provide feedback at the September 28 meeting.

DISCUSSION

The 2022 Regional Transportation Plan directs PSRC to develop a Regional Safety Plan including actions, targets, and performance indicators. It also directs PSRC to seek resources for regional and local planning and projects and to use the Regional Safety Plan to help inform future regional and local planning.

The Bipartisan Infrastructure Law (BIL) adopted in 2021 established the new SS4A discretionary program with \$5 billion in appropriated funds over five years. In 2022, PSRC, in coordination with the Cities of Burien, Everett, Kent, Redmond, Tukwila, and Pierce County, applied for the program and in February 2023 was awarded \$4.9 million for safety planning. PSRC is using its portion of grant funding to develop a Regional Safety Plan.

To better understand expectations and goals for the Regional Safety Plan, for the first time, PSRC held a Regional Safety Summit on June 29, 2023. Approximately 140 participants gathered at the Seattle Convention Center to discuss transportation safety issues, challenges, and opportunities facing the region. The purpose of the summit was to bring together stakeholders – including elected officials, transportation experts, engaged citizens, agency staff, and others – to foster a shared understanding of the

state of road safety in the region and to advance the conversation on how we can best move the region forward to achieving zero fatalities and serious injuries on our roadways.

Responding to the feedback heard at the summit, as well as the components required by USDOT under the provisions of the SS4A planning grant, PSRC has developed a draft scope of work for a Regional Safety Plan. The plan is intended to follow a Safe System Approach for equitable and impactful progress on achieving the safety goals across our diverse four-county region. The Executive Board will be briefed at their meeting on September 28 and asked to provide feedback on the draft scope of work as outlined in Attachment A.

For more information, contact Gary Simonson at gsimonson@psrc.org.

Attachments:

A – Regional Safety Plan Draft Scope of Work Outline

ATTACHMENT A

PSRC Regional Safety Plan Draft Scope of Work Outline

Executive Summary

Chapter 1. Overview

- Introduction: What is the Regional Safety Plan?
- Safe System Approach: Key Focus, Difference from Traditional Approach
- Identify Need for the Plan. Why is the plan important?
 - High-level trends: Crashes and Serious Injuries
 - Disproportionate Impacts
 - Estimates of Cost of Crashes to Society
 - Major Issues and Challenges
- Visions and Goals: State and Regional Commitment to Zero Deaths & Fatalities, Adopted Regional Goals
- Regional Safety Action Plan Purpose – Call to Action
 - Summary of Local Safety Plan/Policy Inventory
 - Regional Culture of Safety
 - Regional vs. Local Safety Action Plans
 - Technical Assistance and Resources for Local Jurisdictions
- Oversight of Project. How was the Plan Developed?
- How is the Regional Safety Plan Structured?

Chapter 2. Safety and Equity Analyses. What and Where are the Regional Safety Issues?

- Problem Identification and Approach

- Area Covered/Scales of Analysis
- Data Used
- Analysis Methods
- Common Problems – High Level Takeaways
 - Fatal and Serious Injury Crashes
 - High Injury Network
 - Other Issues
- High Crash Locations (HCL)/High Injury Network (HIN) for All Users, by:
 - Facility types
 - User groups – pedestrians, bicyclists, transit, vehicles, freight
 - Community context – neighborhood / land use characteristics
 - Demographics – PSRC’s 6 equity focus areas
 - Other correlations / analyses based on discovery
 - Review / analysis of associated factors
- Safe System Approach – Regional Priority Emphasis Areas. What is the data telling us / what are the priority areas?
 - Physical / Community / Population Attributes
 - Infrastructure Issues
 - Human Factors
 - Other Issues

Chapter 3. Engagement and Collaboration

- PSRC Board and Committee discussions
- Public Engagement Activities
 - Public Workshops
 - Public Events Attended/Partnerships
 - Regional Survey

- Focus Groups
- Online Engagement
 - Online Open House
 - Social Media Engagement
- Key Additional Stakeholders on Roadway Safety
 - EMS
 - Traffic Enforcement
 - Public Health
 - Vehicle Safety
 - Roadway/Infrastructure Engineers
 - NHTSA
 - Other Safety Organizations
 - Others?

Chapter 4. Strategies, Countermeasures, and Actions

- Safety Actions and Strategies / Proven Countermeasures
- Proposed List of Actions, Strategies, and Countermeasures to Address Identified High Crash Corridors/Areas/Contextual Locations
- Regional Data Products/Resources and Uses
 - Toolkits, regional to local scale

Chapter 5. Implementation and Next Steps

- Roles and Responsibilities of Regional Safety Stakeholders
- Call to action for development of local safety plans, other actions
- Call for analysis of regional policies and procedures
 - E.g., Updates to the RTP, project selection
- Pursuit of implementation funding
- Monitoring and Tracking



Puget Sound Regional Council

DISCUSSION ITEM

September 21, 2023

To: Executive Board

From: Josh Brown, Executive Director

Subject: Recommendations to the 2024 Washington State Legislature

IN BRIEF

PSRC staff have begun work to support the adoption of recommendations to the Washington State Legislature in advance of the 2024 legislative session. PSRC staff will brief the Executive Board on the process to adopt legislative priorities and seek feedback on potential legislative policy items.

DISCUSSION

Last fall, the Executive Board adopted Recommendations to the 2023 Washington State Legislature after consultation with the Economic Development District Board, Growth Management Policy Board and Transportation Policy Board. The Executive Board directed staff to consult with the Equity Advisory Committee on 2024 recommendations and the group was briefed on the process to adopt legislative priorities and PSRC's role at the legislature in July.

PSRC staff propose following a similar framework to the recommendations adopted last year (2023 Recommendations to the State Legislature attached) based on adopted regional plans policies in the following focus areas:

- **Transportation** - Keep the Region Moving
- **Housing** - Increase Housing Choices and Affordability
- **Climate** - Significantly Reduce Greenhouse Gas Emissions
- **Economic Development** – Sustain a Strong Economy

Timeline

PSRC staff will seek input from the Executive Board and on this initial list of recommendation focus areas at September meetings. Staff also sought input from the Economic Development District Board earlier in September. The Equity Advisory Committee, the Growth Management Policy Board and the Transportation Policy Board will

be briefed on the priorities in October. Staff proposes the Executive Committee will finalize recommendations based on all feedback and the Executive Board adopt the legislative priorities at the December meeting.

For more information, please contact Robin Koskey, Director of Government Relations & Communications, at Rkoskey@psrc.org, 206-798-4462.

Attachment:
2023 State Legislative Agenda

Recommendations to the 2023 State Legislature



The Puget Sound Regional Council (PSRC) supports adoption of state legislation that provides an exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment and an innovative, thriving economy in alignment with adopted regional plans.



Keep the Region Moving

VISION 2050 and the Regional Transportation Plan lay out a foundation for completing regional transportation investments and future work to strengthen connections to and between the region's centers. PSRC supports:

- Sustaining the transportation investments made with Move Ahead Washington during the 2021 legislative session
- Developing an equitable road usage charge (RUC) system through the work of the Washington State Transportation Commission to generate necessary revenue to eventually replace the gas tax, fund the state's long-term transportation needs, including multimodal connections and introduce revenue flexibility
- Maintain agreed upon state and local funding split decisions as agreed upon by the Infrastructure Investment and Jobs Act (IIJA) workgroup

Increase Housing Choices and Affordability

PSRC's Regional Housing Strategy identifies coordinated strategies, policies, and actions to expand housing options, create greater affordability, and promote fair and equal housing access to address the housing affordability crisis in our state. The PSRC region needs to build 800,000 more homes by 2050 and 20% of these homes need to be affordable to people earning less than half of the Area Median Income. PSRC supports legislation and funding in three action areas:

- **Supply:** Build more housing of different types
- **Stability:** Provide opportunities for residents to live in housing that meets their needs
- **Subsidy:** Create and sustain long-term funding sources to create and preserve housing for very low-income households and unhoused residents **Packet pg. 88**

Significantly Reduce Greenhouse Gas Emissions

VISION 2050 and the Regional Transportation Plan outline how state, regional, and local partners can act in coordination to reduce emissions in the region and prepare for climate impacts. PSRC supports state legislation to respond to the urgent environmental, economic and equity threat of climate change in alignment with the essential components of regional long-range planning:

- Transit-focused land use
- Multimodal transportation choices
- Pricing the transportation system
- Decarbonization of the transportation system, including improvements to freight and passenger vehicles and fuels

PSRC supports state legislation to address these components to respond to the urgent environmental, economic, and equity threat of climate change.

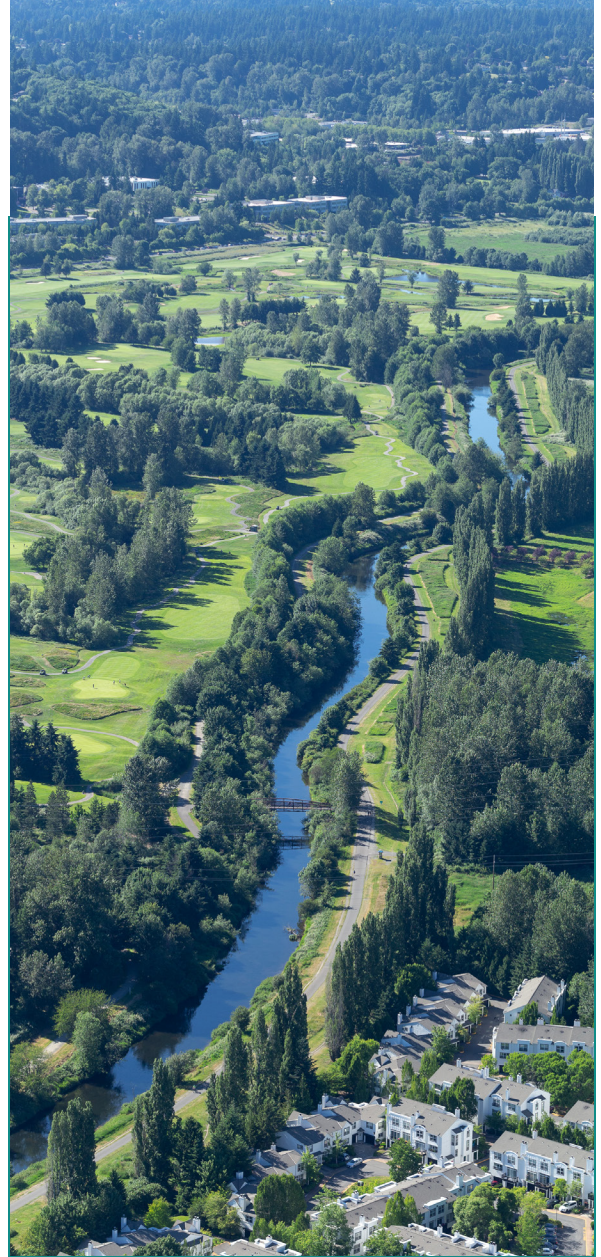
Sustain a Strong Economy

VISION 2050 and the Regional Economic Strategy plan for economic growth and opportunity that creates widespread prosperity and living-wage jobs throughout the region. PSRC supports continued investments in critical infrastructure and workforce development programs that help sustain the region's economy.

PSRC supports strong state engagement for a successful American Competitiveness Exchange (ACE) learning visit by up to 50 senior-level government, business, policy, and economic decision-makers from across the Americas exploring economic development, innovation, and entrepreneurship in the Puget Sound region.

For more information, please contact:

Robin Koskey
Director of Government Relations & Communications
RKoskey@psrc.org
206-798-4462



Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish and Kitsap counties. PSRC is composed of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies and Tribal governments within the region.