



TITLE VI ACCOMPLISHMENTS & GOALS REPORT

Updated May 2022 to reflect staffing changes

Contact Information

Name and title of administrator (signature on Standard Assurances): Josh Brown

Mailing Address: 1011 Western Avenue, Suite 500

City: Seattle WA Zip Code: 98104 County: King

Phone #: 206-464-7515 email address: jbrown@psrc.org

Name and title of head of transportation-related services: Kelly McGourty

Mailing Address: 1011 Western Avenue, Suite 500

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Name and title of designated Title VI coordinator*: Nancy Buonanno Grennan

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City: Seattle WA Zip Code: 98104 County: King

Phone #: 206-464-7527 email address: nbgrennan@psrc.org

*When the Title VI coordinator changes, notify TitleVI@WSDOT.wa.gov within 30 days.

To comply with Title VI requirements, each annual report submission must include signed Standard Assurances (USDOT1050.2A). This document is included as Appendix A.

Accomplishments

1. Have there been any changes to the approved Title VI Plan that have not been reported to OEO? If Yes, please submit an update to the Title VI Plan with a new signature.

The Title VI plan was updated in 2021, located here: [title-vi-plan-2021.pdf \(psrc.org\)](#)

2. Organization, Staffing, Structure – Describe the Title VI Program reporting structure including the Title VI Coordinator, Administrative Head, and transportation-related staff. The list should include name, race, color, and national origin of each individual. Include the same details if your LPA has a volunteer or appointed board related to transportation decision making.

PSRC Executive Director:

Josh Brown, White, Male. Oversees the agency, reports to the Executive Board.

Title VI Coordinators:

Nancy Buonanno Grennan, Deputy Executive Director, White, Female. 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. Oversees day-to-day administration of the agency's Title VI program.

Ms. Buonanno Grennan has delegated day-to-day administration of the program to Noah Boggess, Senior Engagement Specialist. Mr. Boggess, White, Male, co-coordinator, is responsible for the development of Title VI Accomplishments and Goals Report.

Public Involvement Liaison:

Michele Leslie, Senior Communications and Public Involvement Coordinator, White, Female. Coordinates communications and outreach.

Planning & Programming Liaison:

Ben Bakkenta, Director of Regional Planning, White, Male. Leads regional planning.

Environmental Affairs Liaison:

Erika Harris, Senior Planner, White, Female, SEPA responsible official.

Consultant Contracts Liaison:

Andrew Werfelmann, Budget Manager, White, Male. Oversees consulting contracts and DBE program.

Education & Training Liaison:

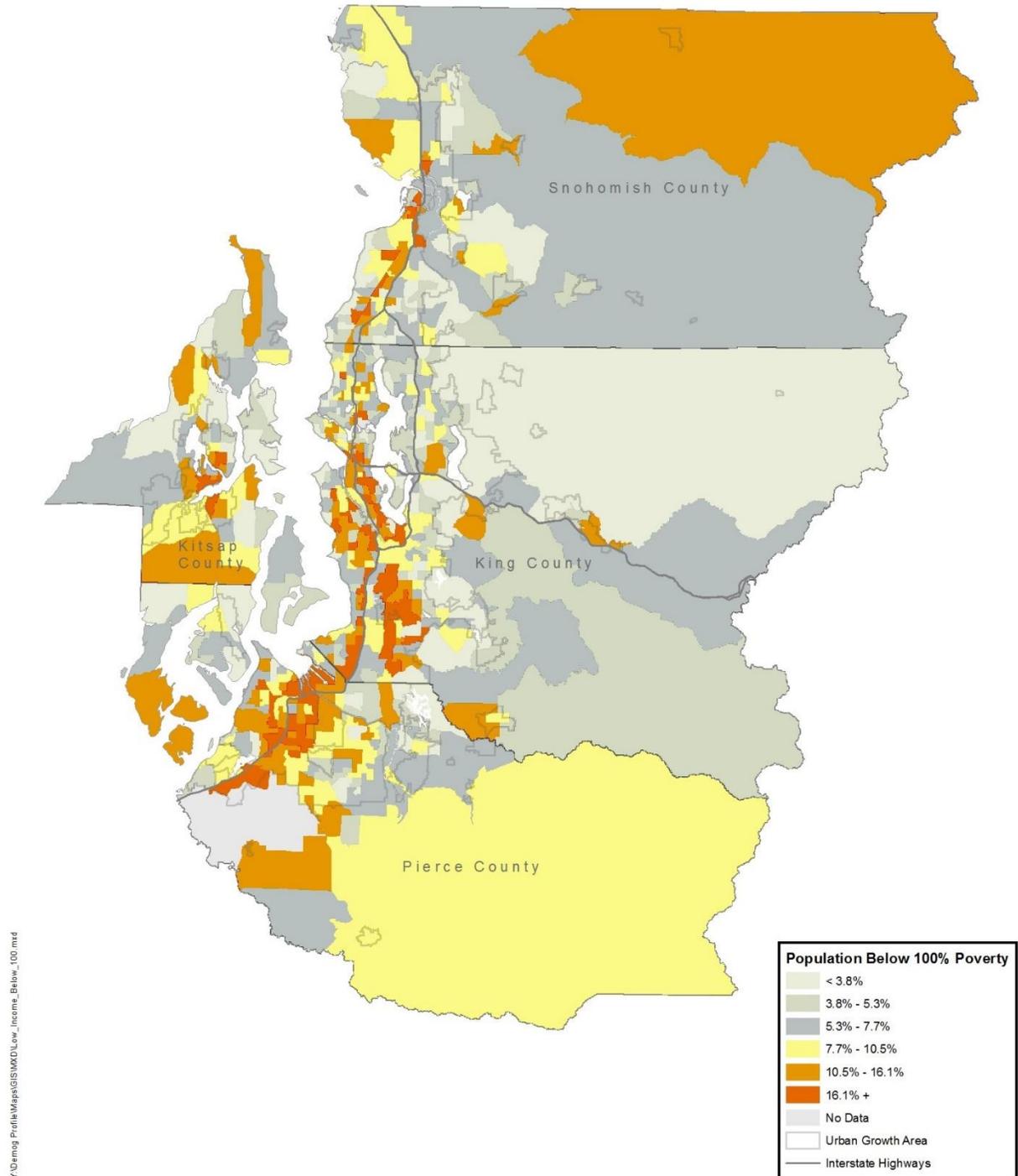
Thu Le, Human Resources Manager, Asian American, Female. Oversees human resources, including education and training.

3. Community Demographics – Using a map of the LPA's boundaries, describe the demographics of the LPA's service area (e.g., race, color, national origin, low-income). List, by individual languages, the percent of the population(s) that is limited English proficient.

Maps 1 and 2 show the share of residents below 100% and below 200% of the Federal Poverty Level. The maps show concentrations of people with low income in areas along the Interstate 5 corridor in Snohomish County and in central and south Seattle, southwest King County, Bremerton, and northwest Pierce County.

People of color make up about one-third of the region's current population. Map 3 shows the share of people of color by census tract in the region. People of color are concentrated in the denser areas of the region, particularly along the Interstate 5, Interstate 405, SR 99 and SR 520 corridors and in southwest King County and northwest Pierce County.

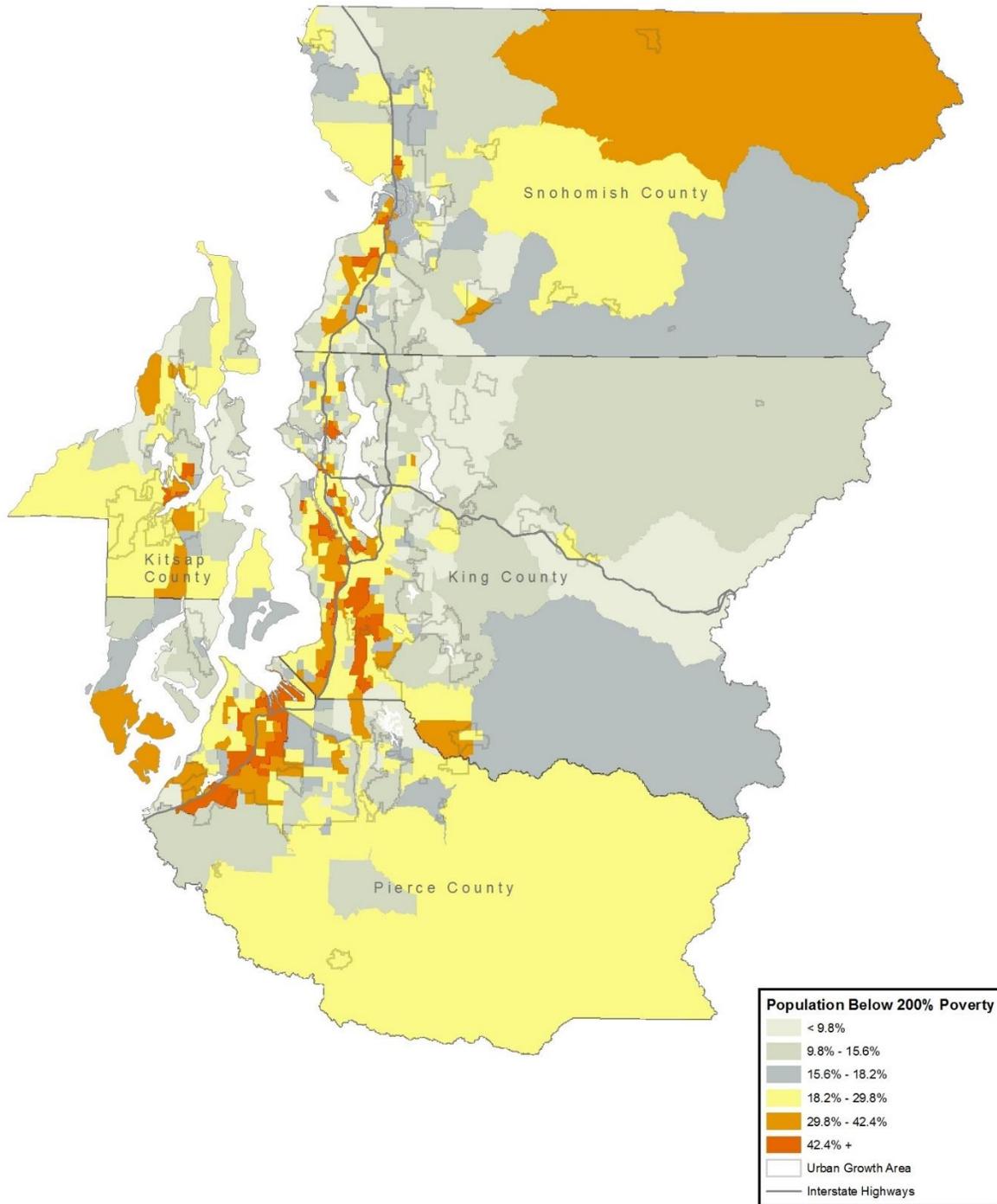
Map 1. Population Below 100% Federal Poverty Level, 2019



Source: American Community Survey 1-year estimates

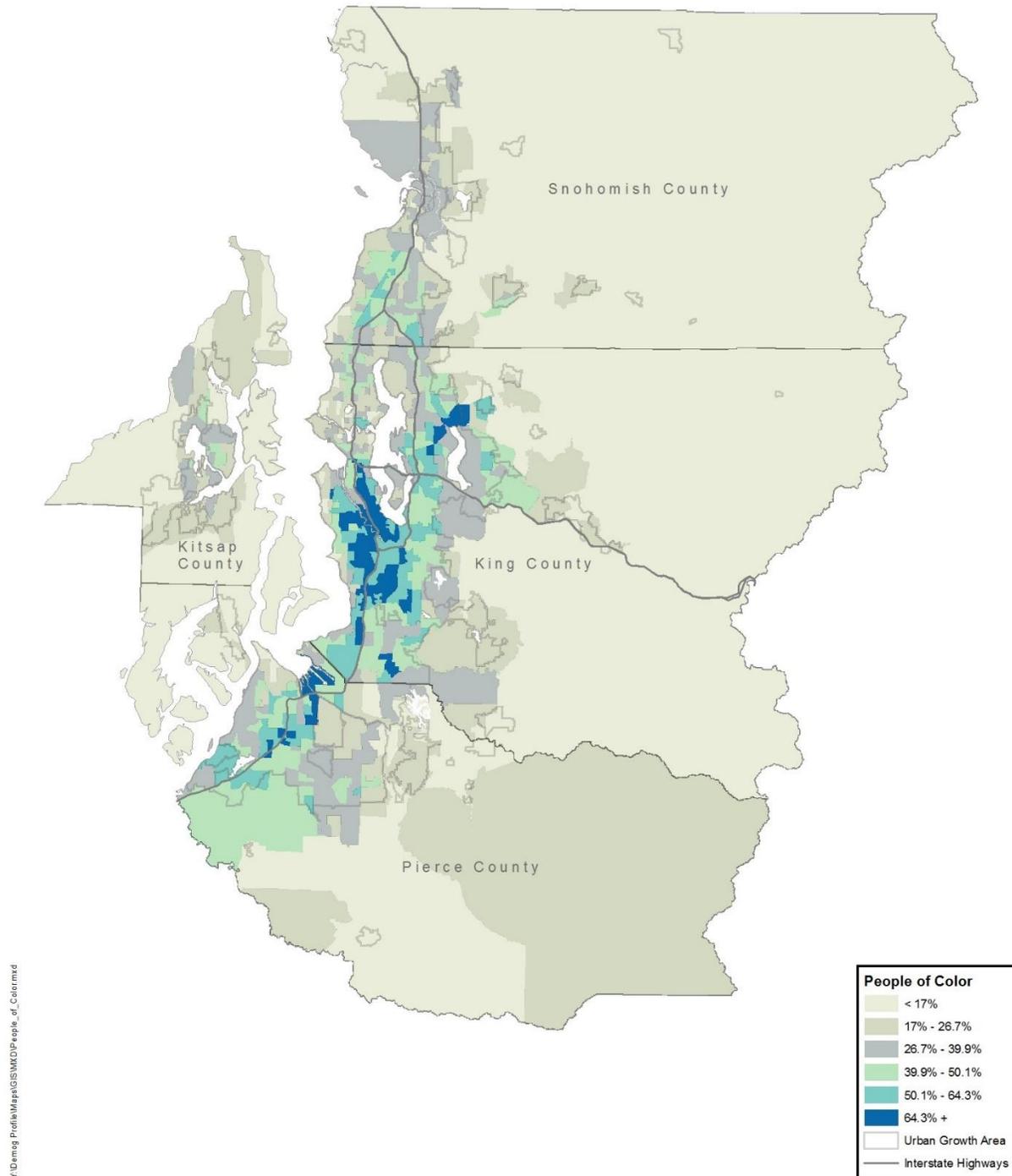
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Map 2. Population Below 200% Federal Poverty Level, 2019



Source: American Community Survey 1-year estimates

Map 3. People of Color, 2019



Source: American Community Survey 1-year estimates

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Table 1: Percent of Population with Limited English Proficiency by Language:

Language Spoken at Home	Population	Speaks English less than “very well”	
Spanish	258,200	84,000	32.5%
Chinese	117,000	54,900	46.9%
Vietnamese	52,800	28,900	54.7%
Korean	41,900	22,700	54.2%
Tagalog	39,500	16,300	41.3%
Amharic, Somali, or other Afro-Asiatic language	38,900	14,600	37.5%
Russian	33,000	11,500	34.8%

Source: 2019 American Community Survey, 1-year estimates

In the central Puget Sound region there are over 330,000 people, or about 7.8% of the population, who speak English less than “very well”. Listed above are the seven languages with the most speakers that speak this language at home and the share of that population who speak English less than “very well”.

4. Complaints – Provide a copy of the LPA’s Title VI complaint log, including new Title VI complaints received during this reporting period and any still pending. Include the basis of the complaint (race, color, national origin) and describe the disposition (status/outcome).

No complaints were received during FY 2021.

5. Planning – Describe the transportation planning activities performed this reporting period. Describe the actions taken to promote Title VI compliance regarding transportation planning, including monitoring and review processes, community involvement, their outcome or status. Include examples of community outreach.

Regional Transportation Plan

The Regional Transportation Plan was adopted by the PSRC General Assembly on May 31, 2018. It maps how the region intends to catch up and keep pace with expected growth. It outlines unprecedented investments the region is making to improve highway, transit, rail, ferry, bicycle and pedestrian systems to support the safe and efficient movement of people and goods. The plan included an equity analysis report, available here <https://www.psrc.org/sites/default/files/rtpappendixb-equityanalysis.pdf>.

Regional Transportation Plan: PSRC began work to develop the next Regional Transportation Plan, scheduled for adoption in spring 2022. The plan will respond to the priorities and the regional growth strategy identified in VISION 2050, the region’s growth management, economic, environmental, and transportation strategy adopted in October 2020. Early work on the Regional Transportation Plan has included enhanced data collection on current transportation facilities and programs, improvements to PSRC’s analysis tools and performance metrics, and identification of and research on key policies and Transportation Policy Board (TPB) priorities. These included: Access to transit, forward thinking/future

transportation investments (i.e., Light Rail extensions, High Speed Rail, etc.), local agency and community needs, safety, equity, and climate change/greenhouse gas reduction.

PSRC conducted discussions of the priority policy topics with the TPB to determine direction for how they should be reflected in the 2022 plan. Policy topics were featured in general presentations to the full board, and the focus break-out discussions with small groups of board members. All TPB meetings were advertised to the public, and notice was provided to mailing lists, posted on the PSRC website, and included in weekly emails from the PSRC Executive Director. All TPB meetings were streamed live to the public and available in recorded format on the PSRC website.

For more information about the Regional Transportation Plan and the planning process, see <https://www.psrc.org/our-work/rtp>

The agency developed a new interactive web-based map and visualization tool that shows the region's transportation system in the context of demographics like income and race, land use, and more. <https://www.psrc.org/whats-happening/blog/new-visualization-tool>

Additionally, the agency has conducted extensive outreach on the planning process to hear perspectives from people across the region. Major activities have included:

- **Future of Transportation Survey:** In March 2021, PSRC fielded a representative survey to support the development of the Regional Transportation Plan. It covered telework, travel after the pandemic subsides, transportation features around home and work, as well as special needs transportation services. Over 1,900 people participated in 5 different languages. Additionally, PSRC provided an online version of the survey on the agency's community engagement site, engage.psrc.org. The survey was available in English, Simplified Chinese, Somali, Spanish, Vietnamese, and Traditional Chinese. Over 200 survey responses were in languages other than English.
- **Future of Transportation Interviews:** To build upon information revealed in the Future of Transportation Survey, 22 interviews were conducted with survey participants in four languages: English, Mandarin Chinese, Spanish, and Vietnamese. To increase representation by groups who are historically underrepresented, priority was given to people of color, individuals aged 18-34, people with a disability or has someone in their household with a disability, and/or people with low income.
- **Youth outreach:** PSRC staff organized a series of youth-focused virtual events to hear the diverse perspectives of youth throughout the region on their current travel patterns, barriers to transportation and what they think transportation will look like in 2050. PSRC staff reached out to staff and educators who work with youth of color to increase participation. Over 50 middle school and high school aged students participated in these events.

Background information on these activities, summary reports, and findings can be found at <https://www.psrc.org/our-work/regional-planning/regional-transportation-plan/public-involvement-regional-transportation>

Passenger-Only Ferry Study: At the direction of the Washington State Legislature, PSRC led the Puget Sound Passenger-Only Ferry Study examining options for expanding passenger ferry services in Western Washington. The study assessed potential new routes and identified future terminal locations throughout the 12 counties bordering Puget Sound and on Lake Washington and Lake Union. The study

included several public webinars, an online open house, and online workshops. The final report was completed in January 2021 and submitted to the state Legislature. <https://www.psrc.org/passenger-ferry-study>

Regional Aviation Baseline Study: In May 2021, PSRC completed a two-year Regional Aviation Baseline Study designed to provide a clear picture of the aviation needs in the region and set the stage for future planning efforts. The Regional Aviation Baseline Study identifies a range of scenarios that could meet varying levels of the projected demand, with an analysis of the potential economic, environmental, and community impacts. PSRC released study findings to the public throughout the project, and directly shared with people who expressed interest through community engagement opportunities as well as with PSRC members and state and local elected officials. The study included an aviation needs public opinion survey, several public webinars, an online open house, and online public workshops. <https://www.psrc.org/aviation-baseline-study>

Transit integration: PSRC published a Transit Integration Report in 2020 documenting transit coordination activities underway and anticipated in the central Puget Sound region. <https://www.psrc.org/our-work/transit-integration>

TOOLBOX Peer Networking: PSRC hosted periodic events focused on best practices and resources for local planning and implementation. These virtual sessions were advertised to the public and to PSRC's notification lists. Topics covered included:

- Advancing Equity in Regional Transportation Planning (April 2021)
- Transit Planning after COVID-19 (February 2021)
- Public Space and COVID-19 – Retrofits for Recovery (October 2020)
- Safety and Transportation (July 2020)

For materials and recordings of the sessions, see <https://www.psrc.org/whats-happening/events/toolbox-peer-networking-series>

Regional Transportation Improvement Program and PSRC Funding

A key role of PSRC is to secure federal transportation funding for the region's communities. This work includes maintaining the Regional Transportation Improvement Program (TIP) to ensure transportation projects meet clean air requirements and help achieve the region's transportation goals.

Pandemic relief to transit agencies: PSRC distributed federal transportation funding to alleviate impacts from the pandemic. In April 2020, the Executive Board approved distribution of \$538 million in CARES Act funding to the region's transit agencies. In April 2021, the Executive Board approved distribution of an additional \$580 million from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA).

Other major funding and related activities during FY 2020-2021 included:

- Completing the 2020 project selection process for \$549 million in PSRC's federal funds, leading to the adoption of the 2021-2024 Regional Transportation Improvement Program in October 2020. The 2021-2024 TIP includes an equity analysis of planned projects in Appendix F. <https://www.psrc.org/sites/default/files/tip2020-appendixf-equityanalysis.pdf>

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

For more information about PSRC's funding programs, see <https://www.psrc.org/our-work/funding>

Special Needs Transportation

The Coordinated Transit-Human Services Transportation Plan outlines how transit agencies, social service agencies, school districts, and other transportation providers can most efficiently and effectively work together to improve regional mobility for individuals with special transportation needs throughout King, Kitsap, Pierce, and Snohomish counties. A Coordinated Transit Human Services Plan was adopted as part of the Regional Transportation Plan update in 2018, see <https://www.psrc.org/sites/default/files/rtp-appendixh-transit-humanservicesplan.pdf>

PSRC has worked to update the renamed Coordinated Mobility Plan concurrently with work to update the Regional Transportation Plan for 2022.

Focused outreach activities supporting and informing work on the Coordinated Mobility Plan have included:

- Notification of the project and invitation to participate to over 80 community organizations working with people with special transportation
- Direct engagement with 12 community organizations (230+ people) to identify mobility needs of each community

PSRC staff also attended three countywide mobility coalition meetings and one multi-county coalition (RARET) to engage specialized transportation providers and other stakeholders in the region.

PSRC staff will continue to work with mobility coalitions and community organizations for further outreach and to develop prioritized strategies to address the needs

6. Right-of-way actions – Describe activities during this reporting period associated with the purchase, sale, lease/use, or transfer of real property (related to highway transportation/public right-of-way use). Include demographic information of affected populations. For example, the race, color, national origin of affected property/business owners(s)/tenant(s).

Not applicable: PSRC does not purchase, sell, lease/use or transfer real property related to highway transportation /public right-of-way use.

7. Identify right-of-way appraisers and acquisition staff (used during this reporting period) by race, color, national origin.

Not applicable: PSRC does not employ right-of-way appraisers and acquisition staff, or contract for those services.

8. Studies and Plans – Were any transportation studies (including environmental reviews) conducted or transportation plans completed during this reporting period? Identify the data source(s) and provide data summary (Title VI/Environmental Justice Analysis) relative to ethnicity, race, languages spoken, neighborhoods, income levels, physical environments, and/or travel habits. Explain how data was used in these studies/reviews/plans.

Transportation related studies and plans completed during reporting period:

- Regional Aviation Baseline Study. May 2021
- Puget Sound Passenger-Only Ferry Study. Jan 2021.
- 2020 Transit Integration Report. Nov 2020.
- Household Travel Survey (2019): People of Color More Likely to Use Transit With Improvements. Nov 2020.
- Transportation Improvement Program (TIP) FY2021-2024. Oct 2020.
- VISION 2050: A Plan for the Central Puget Sound Region [FINAL PLAN] Oct 2020.
- 2020 SEPA Addendum to the VISION 2050 Final Supplemental Environmental Impact Statement. Sep 2020.
- Household Travel Survey (2019): Cost of Housing Top Reason for Displacement. Jul 2020.

The planning process at PSRC makes use of standard data sources that provide information on race, ethnicity, languages spoken, and income. These includes survey data from the U.S. Census.

PSRC conducts a Household Travel Survey in two-year survey cycles. This provides information on travel patterns and includes demographic information. <https://www.psrc.org/household-travel-survey-program>

The agency is currently in the process of updating the Central Puget Sound Demographic Profile for publication in 2021. <https://www.psrc.org/sites/default/files/demographicprofile.pdf>

9. Project Location and Design – Provide a list of construction projects that began during this reporting period. Using a map of the LPAs service area, identify project locations, and a brief description of the projects' benefits/burdens to affected populations. If possible, provide a map that overlays projects with the racial composition of affected neighborhoods.

Not applicable. PSRC acknowledges its responsibility to complete a Title VI equity analysis if PSRC were to construct a facility, such as an operation center, storage facility, etc. PSRC does not perform construction projects and has no plans to undertake a construction project at this time. However, if PSRC were to plan a construction project, it would complete the Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color or national origin. This process would include outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis would compare the equity impacts of various siting alternatives and occur before the selection of the preferred site.

10. Other Public Meetings – List other public meetings held during this reporting period. Identify efforts used to encourage citizen participation at those meetings. Detail dates, times, locations, attendance, and provide examples of outreach materials.

Identify members of the LPA’s transportation planning and/or advisory groups by race, color, and national origin

Specify methods used to collect demographic information from the transportation-related public meetings. (Self-identification surveys, notes by staff, etc.) Include summaries of Public Involvement Forms collected at each meeting, listing the demographics of those who attended by meeting.

List any language assistance services requested. For which languages? Who provided the service? In addition, list vital documents translated during the reporting period and identify the languages.

Public Meetings

During the period of July 1, 2020 – June 30, 2021, PSRC complied with Washington State Governor Jay Inslee’s Proclamations 20-05 and 20-28, et seq., issued as a result of the COVID-19 public health emergency. Those proclamations required local public sector agencies to hold its public meetings remotely and therefore all public meetings, focus groups, interviews and outreach events designed to increase resident participation in PSRC’s planning processes, were conducted remotely, using Zoom and other online meeting technology.

General Assembly: PSRC’s General Assembly includes all mayors, county executives, commissioners, and councilmembers of PSRC’s member jurisdictions. Each elected representative is a voting member of the General Assembly, which meets at least annually to vote on major decisions, establish the budget, and elect new officers.

The General Assembly meetings are open to the public. Members of the public are welcome to attend and submit comments on an individual agenda item. The meeting dates and times can be found on PSRC’s website, as well as agenda materials which are posted 10 days in advance. For outreach, PSRC sends out a save the date, publishes a blog post and accompanying social media posts, and features the meeting in the Executive Director’s email to over 3,700 recipients.

<https://www.psrc.org/board/general-assembly>

During the period of July 1, 2020 – June 30, 2021, the General Assembly met as follows:

Dates/Times	Attendance	Included Topics
October 29, 2020, 9 AM – 11 AM	Attended by 119 elected officials representing 64 member jurisdictions; viewed live by 726 individuals	Adoption of VISION 2050
April 29, 2021, 9:30 AM – 11:00 AM	Attended by 90 elected officials representing 58 member jurisdictions; viewed live by 267 individuals	Adoption of Fiscal Years 2022-2023 Budget and Work Program, Election of Officers

Executive Board: PSRC’s Executive Board members are appointed by their General Assembly constituents to represent the member governments. The board is chaired by PSRC’s president, meets

monthly and carries out delegated powers and responsibilities between meetings of the General Assembly. The Board's meetings are open to the public. Members of the public are welcome to attend and provide input, whether orally or in writing, on an individual agenda item at the beginning of each meeting. Executive Board meetings are typically held on the fourth Thursday of the month on or about 10:00 a.m. Specific meeting dates and times can be found on PSRC's website, as well as agenda materials which are posted 7 days in advance. For outreach, PSRC sends the agenda out to the Board's electronic mailing list and publishes a blog post and accompanying social media posts.

<https://www.psrc.org/board/executive-board>

During the period of July 1, 2020 – June 30, 2021, the Executive Board met as follows:

Dates/Times	Attendance	Included Topics
July 23, 2020, 9 AM – 11:30 AM	92 live views of the meeting	Approval of projects proposed for PSRC's 2023-2024 Federal Highway Administration and Federal Transit Administration Funds; discussion of VISION 2050 Growth Management Board Recommendation; Regional Aviation Baseline Study Update
September 24, 2020, 10 AM – 11:30 AM	311 live attendees	Recommend to the General Assembly approval of VISION 2050
October 22, 2020, 10 AM – 11:30 AM	67 live attendees	Regional Baseline Public Survey results
December 3, 2020 10 AM – 11:30 AM	162 live attendees	Panel discussion of local aviation industry businesses on the impact of COVID-19
March 25, 2021, 10 AM – 11:30 AM	70 live attendees	Recommend adoption of the Fiscal Years 2022-2023 Budget and Work Program; Approve creation of an Equity Advisory Committee
April 22, 2021, 10 AM – 11:30 AM	187 live attendees	Approval of transportation funding distributions, including Coronavirus Response and Relief Supplemental Appropriations Act
May 27, 2021, 10 AM – 11:30 AM	65 live attendees	Briefing on the Regional Housing Strategy, Completion of the Regional Aviation Baseline Study, approval of final supplemental funding distributions
June 24, 2021, 10 AM – 11:30 AM	113 live attendees	Discussion of Regional Transportation Plan update and Regional Economic Strategy Update

PSRC's Policy Boards/Committees: PSRC's policy-making process is guided by the work of three Policy Boards/Committees, detailed below. Members of the General Assembly are appointed to one of the

policy boards. Most of the discussion and debate on the “nuts and bolts” of a policy issue occurs in the boards and committees. Issues to be considered by the Executive Board must come through one or more of the boards or committees. As opposed to Executive Board members, members of policy committees do not have to be elected officials.

The policy committee meetings typically occur on a Thursday morning. Members of the public are welcome to attend and provide input, either by submitting or making a comment on an individual agenda item.

PSRC typically provides public notice through posting information on PSRC’s website, and, if appropriate, through e-mail notices and news releases to local media outlets. Materials to be considered at PSRC meetings are posted on PSRC’s website and are made available to interested persons upon request. A full list of the board and committee meetings from this year can be found in Appendix B.

Operations Committee (OC): The OC is composed of Executive Board members and is chaired by PSRC’s vice-president. The OC reviews and makes recommendations to the Executive Board on the budget and work program, and on contracts and other financial and personnel issues. The OC meets monthly, on the fourth Thursday of every month, just prior to the Executive Board meeting, typically from 9 AM to 9:50 AM.

Growth Management Policy Board (GMPB): The GMPB includes representatives of PSRC’s member jurisdictions, regional business, labor, civic and environmental groups. The GMPB typically meets on the first Thursday of the month from 10 AM to 12 PM and advises the Executive Board on key growth management issues, including the work leading up to the adoption of VISION 2050. Live stream attendees have ranged from a high of 267 in September 2020 to a low of 29 in March 2021, with an average attendance of 112.

Transportation Policy Board (TPB): The TPB includes representatives of PSRC’s member jurisdictions, regional business, labor, civic and environmental groups. The TPB advises the Executive Board on key transportation issues, including distribution of transportation funding.

<https://www.psrc.org/board/transportation-policy-board>

Dates/Times	Attendance	Included Topics
July 9, 2020, 9:30 AM – 11:30 AM	103 live attendees	Update on the Passenger Only Ferry Study and the Regional Transportation Plan; recommend approval of projects proposed for PSRC’s 2023-2024 Federal Highway Administration and Federal Transit Administration Funds
September 10, 2020, 9:30 AM – 11:30 AM	52 live attendees	Regional Transportation Improvement Program (TIP) public comment release; updates of transit funding and the regional transportation plan’s safety element
October 8, 2020, 9:30 AM – 11:30 AM	104 live attendees	Recommend adoption of the 2021-2024 Regional TIP; discussion of

Dates/Times	Attendance	Included Topics
		regional trends and the regional transportation plan's performance metrics
November 12, 2020, 9:30 AM – 11:30 AM	52 live attendees	Update on the Regional Equity Strategy; discussion of outreach for the Regional Transportation Plan and Specialized Transportation Services
December 10, 2020, 9:30 AM – 11:30 AM	267 live attendees	Discussion of upcoming PSRC funding opportunities, Regional Transportation Plan Data Visualization and an update on the Passenger-Only Ferry Study
January 14, 2021, 9:30 AM – 11:30 AM	195 live attendees	Recommend distribution of 2021-2022 supplemental FHWA funding and 2021-2024 Transportation Alternatives Program funding with emergency funding for the City of Seattle towards the repair of the West Seattle Bridge
February 11, 2021, 9:30 AM – 11:30 AM	97 live attendees	Discussion of the draft FY 2022-2023 Biennial Budget and Work Program and the Regional Transportation Plan Financial Strategy; recommendation on the consolidated grant competition regional rankings to fund projects providing services to people with special transportation needs
March 11, 2021, 9:30 AM – 11:30 AM	65 live attendees	The Board heard from Reema Griffith, Washington State Transportation Commission, on the Road Usage Charge Assessment report submitted to the WA State Legislature; and PSRC staff on transportation demand management programs throughout the region
April 8, 2021, 9:30 AM – 11:30 AM	210 live attendees	Recommend approval of 2021 delivery and contingency funding recommendations; heard briefings on the Regional Transportation Plan outreach and freight and goods movement.
May 13, 2021, 9:30 AM – 11:30 AM	97 live attendees	Recommend approval of 2021 Federal Transit Administration

Dates/Times	Attendance	Included Topics
		Funding Annual Adjustments; heard briefings on the Regional Transportation Plan Financial Strategy, the Transportation Survey Findings, and PSRC's climate work program, including ongoing work with the Puget Sound Clean Air Agency on a Regional Electric Vehicle Forum
June 10, 2021, 9:30 AM – 11:30 AM	182 live attendees	Washington State Representatives Jake Fey and Emily Wicks provided an overview of the results of the 2021 Legislative session and transportation related activities; staff presented an overview of the draft estimates of revenues and expenditures out to 2050, as part of the Regional Transportation Plan Financial Strategy

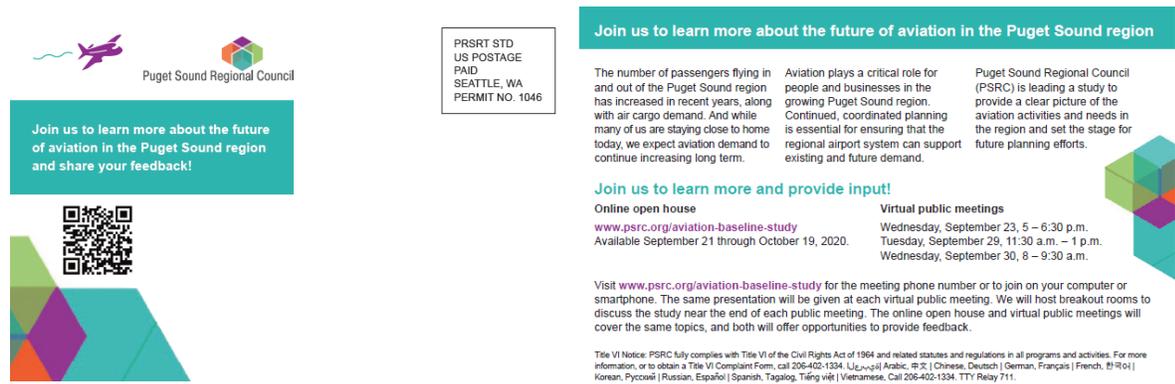
Workshops, Community Forums, and Other Events —

PSRC conducts workshops, community forums, and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public, partners, and stakeholders. All public meetings took place over Zoom webinar.

Project	Dates/Times	Attendance	Outreach Materials
Passenger-Only Ferry Study webinars	August 20 and December 15, 2020	262 participants	Email notifications to interested parties, blog post, social media posts
TOOLBOX Peer Networking: Safety and Transportation	July 24, 2020	57 participants	Email notifications to interested parties, blog post, social media posts
Aviation Baseline Study public meetings	September 23, 29, 30, 2021	176 participants	postcards, online advertisements, PSRC electronic mailing list, direct outreach from PSRC to specific jurisdictions and interest groups
TOOLBOX Peer Networking: Transit Planning After COVID-19	February 26, 2021	34 participants	Email notifications to interested parties, blog post, social media posts
TOOLBOX Peer Networking: Advancing Equity in Regional	April 30, 2021	96 participants	Email notifications to interested parties, blog post, social media posts

Transportation Planning			
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Aviation Baseline Study postcard example:



Demographic Identification

PSRC does not currently have any advisory committees for which it selects the members but it is in the process of forming an Equity Advisory Committee and will submit demographic information on its membership in next year’s report. The Equity Advisory Committee will work with PSRC to co-create projects as part of the Regional Equity Strategy, as well as advise PSERC committees and advisory boards on policies and programs with an equity lens. PSRC does not collect demographic information from elected members of boards or its advisory committees. In FY 2022 PSRC will begin collecting this information to be included in future reports.

PSRC asks attendees at in person meetings to voluntarily provide their zip code. This information can then be compared to the demographics of zip codes in the region to see representation at various meetings. This information was not collected this year since PSRC did not hold in person meetings. PSRC did collect zip code and other self-identification information for some surveys and other outreach activities and this information is often used to look at representation for various projects.

Language Assistance

PSRC received no requests for language assistance in the reporting period.

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

This year PSRC updated the process for individuals requesting language assistance by creating a new email address to contact. This streamlines the process for both PSRC staff and community members in

need of 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 outreach materials and activities based on community needs. The following translations were provided by consultants.

Project	Languages	Outreach	Engagement Results
Aviation Baseline Study Survey	English, Simplified Chinese, Spanish, Somali	Postcards	8 in-language survey responses
Future of Transportation Survey	Simplified Chinese, Somali, Spanish, Vietnamese, Traditional Chinese	Postcards, social media, CBO networking, supermarket flyers	245 in-language survey responses
Future of Transportation Interviews	Mandarin Chinese, Spanish, Vietnamese	Direct outreach to identified survey respondents	5 in-language interviews completed

11. Transportation-related Construction and Consultant Contracts (if applicable) – Briefly describe the process used to advertise and award construction contracts during this reporting period. Include the process for negotiated contracts (e.g., consultants).

After it is determined that an RFP needs to be issued, PSRC posts the RFP on PSRC's website and then proceeds to advertise the release. This is done by sending an email to all registered consultants along with advertising in the local Business Journal, one minority newspaper and posting an ad on the State's OMWBE website for Minority and Women owned businesses as well as uploading it to the Washington Electronic Business Solution (WEBS). After solicitations are received a review committee evaluates the proposals and if necessary, schedules interviews with firms. Based on evaluations a consultant is selected.

12. Describe the actions taken to promote construction contractor/consultant compliance with Title VI by construction contractors/consultants, including monitoring and review processes, and their outcomes/status (e.g. what Title VI language was included in contracts and agreements; were contractors and consultants reviewed to ensure compliance; what Title VI responsibilities are explained to contractors and consultants?)

PSRC's uses a standard contract for all consultants/contractors which was thoroughly reviewed by USDOT and FTA Region 10 representatives in 2013 and includes Title VI requirements. It also requires consultants/contractors to include those requirements in all sub-contracting opportunities (see below). We also require all new consultants to complete a Title VI review form and attach their policy regarding non-discrimination.

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 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.

13. List construction, right-of-way, and consultant contracts with your LPA/MPO/entity for this report period with dollar value of each. Identify funding sources (federal, state, local, other), and how many were awarded to certified disadvantaged contractors (as a prime contractor/consultant).

None are certified DBE:

- Contract 2017-04 Amendment 4: \$350,000 (federal)
- Contract 2021-01: \$40,000 (state and local)
- Contract 2016-08 Task 1: \$130,000 (state and local)
- Contract 2021-02: \$119,923 (federal)

14. Education & Training – Describe actions taken to promote Title VI compliance through education and trainings, including monitoring and review processes, and their outcomes/status.

List Title VI training/webinars your Title VI Coordinator attended this reporting period. Include dates and entity that conducted the training.

Title VI Training, FTA (dot.gov), February 2021

Title VI Public Transit, National Transit Institute (ntionline.com), February 2021

WSDOT's Level 1 Title VI Basics for LPAs, WSDOT, June 2021

When was Title VI internal training provided to staff? Who conducted the training? What was the subject of the training? Provide the job titles and race/color/national origin of attendees.

According to the National Highway Institute and National Transit Institute websites, no Title VI or civil rights training sessions are indicated as being offered through June of 2021.

The Title VI Coordinators will check those websites periodically to see if sessions have been scheduled and also explore possible offerings from other providers.

List other civil rights training conducted locally. Provide dates and a list of participants by job title and Title VI role, if applicable.

GARE Foundation Workshop – Advancing Racial Equity: The Role of Government, 2020/2021

Attended by:

- Associate Planner
- Executive Assistant
- HR Manager, Title VI Education and Training Liaison
- Library Manager
- Senior IT Specialist
- Deputy Executive Director, Title VI Coordinator

Title VI Goals for Upcoming Year

What area(s) of Title VI does your agency plan to focus on in the upcoming year? Describe by particular program area what your agency hopes to accomplish. Include any significant problem areas to focus on and plans to address those.

In the upcoming year PSRC will continue work in developing the Regional Equity Strategy. The Strategy includes a suite of tools and resources used to guide PSRC's work in advancing racial equity and guidance for local jurisdictions in their work. As part of this work PSRC is developing an Equity Advisory Committee (EAC), a cross-sector working group composed of residents as well as governmental and community-based organizations in the Puget Sound region representing BIPOC communities and other marginalized groups. The Committee will co-create products (e.g., data tools) for the Regional Equity Strategy and other agency

projects with staff and the Executive Board as well as advise PSRC committees and policy boards on various policies and programs with an equity lens.

PSRC is implementing an action plan to develop the Regional Equity Strategy. This provides opportunity for all staff at the agency to be working towards shared goals on advancing racial equity in the region. These goals include the following:

- PSRC staff and board members will develop a deeper understanding of racial equity
- PSRC staff will reflect the diversity of the region we serve
- PSRC will ensure that BIPOC communities inform decision-making processes
- PSRC will center race in its work and use its various roles to advance racial equity
- PSRC will spend its resources to improve racial equity outcomes

One element of the action plan is to increase engagement by community members who have been historically excluded from planning processes. Staff are working to develop actions and strategies to fulfill this goal, as well as updates to the agency's Public Participation Plan.

In July of 2021 PSRC held a working session on racial equity for elected officials in the region. This session focused on developing a shared language around racial equity to begin the process of equipping board members with the skills necessary to successfully implement the equity related elements of VISION 2050, as well as other agency work.

Attachments

Appendix A. Signed Standard Assurances

Appendix B. Summary of PSRC Board and Committee Meeting Topics

The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination

Assurances

DOT Order No. 1050.2A

The Puget Sound Regional Council (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through Washington State Department of Transportation (WSDOT), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the Washington State Department of Transportation.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard

to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Puget Sound Regional Council, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

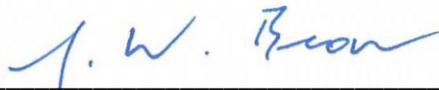
3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the Puget Sound Regional Council also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the Puget Sound Regional Council access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the Puget Sound Regional Council. You must keep records, reports, and submit the material for review upon request to Puget Sound Regional Council, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Puget Sound Regional Council gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Federal Highway Administration. This ASSURANCE is binding on Washington State Department of Transportation, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Federal-Aid Highway Program. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Puget Sound Regional Council
(Name of Recipient)

by 
(Signature of Authorized Official)

DATED: May 16, 2022

APPENDIX A

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, Washington State Department of Transportation, 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 the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials 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 the Washington State Department of Transportation 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 the Washington State Department of Transportation, 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 this contract, the Recipient will impose such contract sanctions as it or the Washington State Department of Transportation 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. cancelling, terminating, or suspending a contract, in whole or in 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 the Washington State Department of Transportation 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.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the **(Title of Recipient)** will accept title to the lands and maintain the project constructed thereon in accordance with Title 23, United States Code, the Regulations for the Administration of Washington State Department of Transportation, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the **(Title of Recipient)** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto **(Title of Recipient)** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the **(Title of Recipient)**, its successors and assigns.

The **(Title of Recipient)**, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the **(Title of Recipient)** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the **(Title of Recipient)** pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, **(Title of Recipient)** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the **(Title of Recipient)** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the **(Title of Recipient)** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by **(Title of Recipient)** pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, **(Title of Recipient)** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, **(Title of Recipient)** will there upon revert to and vest in and become the absolute property of **(Title of Recipient)** and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

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. § 2000d et seq., 78 stat. 252), (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 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The 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 or 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 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 Non-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 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).



Puget Sound Regional Council

Appendix B

Below is a summary of PSRC Board and Committee Meetings topics from July 1, 2020 – June 30, 2021

Executive Board

July 2020

PSRC continued work with its members to work toward adoption of VISION 2050, which will extend the regional plan ten years. Adoption of the VISION 2050 was delayed due to COVID-19 until such time as the Executive Board and General Assembly meetings can complete the adoption process. The Executive Board discussed VISION 2050 amendments and the adoption process at their July 23 meeting.

August 2020

The PSRC Executive Board did not meet in August. However, staff worked to develop the agenda for the September 24th Executive Board.

September 2020

PSRC continued work with its members to work toward adoption of VISION 2050, which will extend the regional plan ten years. Adoption of the VISION 2050 was delayed due to COVID-19. On September 24, the Executive Board discussed VISION 2050 amendments and recommended the adoption of VISION 2050 to the General Assembly in October.

October 2020

At its October 22, 2020, meeting the Executive Board adopted the 2021-2024 Regional Transportation Improvement Program (TIP). It details a total of 315 projects in the region programmed for \$4.3 billion during 2021-2024, representing a total investment of \$15.6 billion in overall project costs. This includes the \$525 million in projects recently selected for PSRC's 2023-2024 federal transportation funds.

The Executive Board was briefed on the results of a recent statistically valid public survey conducted in support of the Regional Aviation Baseline Study. PSRC is leading a baseline study to provide a clear picture of the aviation needs in the region and set the stage for future planning efforts. An online open house about the project is open through October 30. The study is funded by a \$1.6 million grant from the Federal Aviation Administration.

In other business, the board:

- Approved a new policy to allow compensation of members of PSRC funded focus groups and/or committees.
- Approved contract authority for consultant services for the Regional Housing Strategy.
- Adopted a routine amendment to the 2019-2022 Transportation Improvement Program (TIP).
- Approved certification of Regional Center Subarea Plans for Bellevue, Burien, Puyallup – Downtown, and Puyallup South Hill.

- Authorized a change in the Regional Transportation Plan project status from candidate to approved for the I-405 at NE 132nd St. Interchange Project.

November 2020

The Executive Board did not meet in November due to the Thanksgiving Holiday; the Board will meet on December 3rd. Staff worked to prepare for the December meeting.

December 2020

On December 3, 2020, the Executive Board was briefed by representatives from Alaska Airlines and Boeing on the impacts of COVID-19 on the aviation industry and the two local businesses. Diana Birkett Rakow, the Vice-President for External Relations for Alaska Airlines and Bill McSherry, Vice-President of Government Operations for Boeing Commercial Airlines presented to the Executive Board an overview of the significant pressures the aviation industry is facing as a result of the global pandemic, as well as its role in restoring global trade when the virus is no longer a threat to public health. The discussion centered on the economic impacts to the Puget Sound region.

In other business, the board:

- Approved contract authority for a software as a service contract for a web-based engagement platform, to be used to support outreach efforts for all of PSRC's adopted work program
- Approved contract authority for consultant services for the third two-year cycle of PSRC's Regional Household Travel Survey Program of approximately 1,200 households across the four county region
- Approved contract authority to purchase commercial vehicle data to better understand freight movement throughout the region by medium and heavy-duty delivery trucks, to help support the development and analysis of the Regional Transportation Plan
- Approved contract authority for new consultant contracts for public opinion research and outreach, as well as contracts for support of PSRC's State Environmental Policy Act review, all of which are needed for the Regional Transportation Plan update.

The Board entered into executive session to discuss an employee's performance. Finally, the Board approved a merit increase for PSRC's executive director for 2021.

January 2021

On January 28, 2021, the PSRC Executive Board approved \$14.4 million of new and redistributed Federal Highway Administration Funds (FHWA) funding towards the repair of the City of Seattle's West Seattle Bridge, with the provision that the City of Seattle will submit only one application in the next regional competition for PSRC funds. The bridge, a critical point in the region's and state's transportation network, was closed in March 2020 due to fast-spreading cracks and prior to closure had carried 84,000 vehicles and 19,000 transit passengers per day.

In addition, the Executive Board affirmed the direction to staff to proceed with the distribution of approximately \$61 million of new FHWA funding to its adopted contingency lists, and to conduct a regional competition for \$13.5 million of new Transportation Alternatives Program funding.

The Board also heard a presentation on a work program to create a regional Transfer of Development Rights (TDR) program, as an important strategy in implementing VISION 2050, because it addresses both conservation of open space and compact, transit-oriented development.

In other business, the board:

- Approved contract authority for a Greenhouse Gas Emissions Inventories and Modeling project
- Adopted a routine amendment to the 2021-2024 Regional Transportation Improvement Program to include eleven projects submitted by three agencies; these projects were awarded local, state, and federal funding through various processes and are in compliance with federal and state requirements, as well as consistent with VISION 2050 and the existing Regional Transportation Plan
- Approved Certification of Regional Center Subarea Plans for Kirkland-Totem Lake Regional Growth Center (RGC), Kent-Downtown RGC, Kent Manufacturing/Industrial Center (MIC), Tukwila's Southcenter RGC, and North Tukwila MIC
- Approved an extension of the conditional certification of the City of Black Diamond's comprehensive plan until June 30, 2021.
- Authorized a Change in the Regional Transportation Plan Project Status for Pierce County's Canyon Road Freight Corridor Improvements, 84th Street East to 72nd Street East Project from "conditionally approved" to "approved." The project reconstructs Canyon Road East to accommodate a five-lane facility with paved shoulder, curb, gutter, and sidewalk, as well as a fully-actuated traffic signal, stormwater collection and treatment. The project status change was authorized following completion of a comprehensive planning process, its environmental documentation and approvals, financial plan, and other planning requirements.

February 2021

On February 25, 2021, the PSRC Executive Board heard a presentation on PSRC's draft FY 2022-2023 Biennial Budget and Work Program from Diana Lauderbach, PSRC's Chief Financial Officer. The budget outlines transportation, economic and growth planning activities for the fiscal years 2022-2023. The draft PSRC biennial budget includes estimated revenues and expenditures of \$30.2 million. Ben Bakkenta, PSRC Director of Regional Planning, reviewed key work tasks from the budget for Regional Planning, Growth Management Planning, Transportation Planning, Economic Development and Data.

The Executive Board also heard an update from Kelly McGourty, Director of Transportation Planning, on the schedule and work program for developing the next long-range regional transportation plan. Ms. McGourty described the advance work performed over the last two years, and the schedule of work and major milestones to be accomplished throughout 2021. Part of the goal of the plan will be to plan for long-term investments to accommodate future growth, including improving existing systems of transportation, including aviation, rail, and ferries. The Plan's core policy and focus areas include access to transit, future investments, local agency needs, safety, equity and climate. The goal is the plan to be adopted in the Spring of 2022. The public survey will be launched the week of March 8, 2021.

Finally, the Executive Board heard a presentation from Charles Patton, PSRC Equity Manager, on the work that PSRC is doing to develop a Regional Equity Strategy. The Strategy will include data, strategies and best practices that PSRC and its member jurisdictions can put to work to create a more equitable region. VISION 2050 is the foundation for this work.

In other business, the Executive Board:

1. Adopted a routine amendment to the 2021-2024 Transportation Improvement Program, and

2. Approved Consolidated Grant Competition Regional Rankings

March 2021

On March 25, 2021, the PSRC Executive Board approved creation of an Equity Advisory Committee. Charles Patton, Ph.D., PSRC Equity Manager, briefed the board on a proposal for the structure, functions, and membership of an Equity Advisory Committee. VISION 2050 calls for PSRC to develop a plan and commit resources for an equity advisory group that can provide feedback on and help implement the Regional Equity Strategy. The Regional Equity Strategy is intended to make equity central to PSRC's work and to support the 2024 local comprehensive plan updates. The strategy will include components such as tools, resources, and best practices. The new committee will help guide the development of the Regional Equity Strategy and report directly to the Executive Board.

Diana Lauderbach, PSRC Chief Financial Officer, reported on the recommendation for the board to adopt the Fiscal Years 2022-2023 Budget and Work Program. The draft PSRC biennial budget includes estimated revenues and expenditures of \$30.2 million. The Executive Board approved the recommendation for the General Assembly to adopt the Budget and Work Program at its April 2021 meeting.

In other business, the Executive Board:

1. Adopted a routine amendment to the 2021-2024 Transportation Improvement Program on seven projects, submitted by four agencies.
2. Approved contract authorization for legal representation services in pending litigation

April 2021

Kelly McGourty, Director of Transportation Planning, briefed the Executive Board on the monthly routine Transportation Improvement Program (TIP) process, noting that Washington State department of Transportation (WSDOT) submitted two projects this month for routine amendment into the Regional TIP. At its meeting on April 8, the Transportation Policy Board recommended adoption of the amendment. WSDOT Secretary Roger Millar responded to concerns expressed by a member of the Executive Board about environmental protections for the I-90/Westbound Mercer Slough Bridge – Bridge Scour. Following discussion, the Executive Board approved the routine amendment.

Ms. McGourty also reviewed with the Executive Board the request to approve the distribution of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding to the region's transit agencies. Under CRRSAA, \$14 billion is available nationwide to support transit agencies during the COVID-19 public health emergency. Approximately \$580 million is available to transit agencies serving King, Pierce, Snohomish and Kitsap counties. PSRC has been working with the region's transit agencies over the last three months on the distribution methodology for the CRRSAA funding. The Executive Board approved the consensus recommendation of the transit agencies on the distribution of the CRRSAA funds.

Other Business

In other business, the Executive Board approved 2021 Project Extension Requests

May 2021

PSRC's Executive Board approved supplemental Federal Highway Administration funding for twenty-four projects to ensure the region met its 2021 annual delivery target. All projects approved for supplemental funding had been awarded PSRC funds previously and met eligibility

criteria to accept an increase in the amount awarded. The amounts awarded were based on a proportional distribution of the remaining amount of funds needed to achieve the delivery target.

PSRC's Board heard two presentations from PSRC staff. Jason Thibedeau, PSRC Principal Economic Development Manager, presented the findings from PSRC's Regional Aviation Baseline Study. The Study identifies a range of scenarios that could meet varying levels of the project demand, and includes an analysis of the potential economic, environmental, and community impacts. The Study is a foundation for regional decision makers, including the Commercial Aviation Coordinating Commission, as they consider if and how the region should accommodate the growing demand for aviation.

In addition, Laura Benjamin, PSRC Senior Planner, updated the Board on the status of the development of PSRC's Regional Housing Strategy. The Regional Housing Strategy will serve as a "playbook" of regional and local actions to preserve, improve, and expand housing stock in the region and help guide upcoming local comprehensive plan updates. The briefing covered findings from the draft regional housing needs assessment and the Growth Management Policy Board's work to identify, categorize, and prioritize housing strategies. Preliminary findings show that the region is two years behind in housing production, which creates more competition for housing, fewer options, and higher costs, and at least one-third of new housing units need to be affordable to moderate- and lower-income households. Draft strategies to address this imbalance are being organized around the themes of supply, stability, and subsidy.

In other business, the Board:

1. Approved contract authority for website design and development
2. Approved contract authority for ongoing administrative support
3. Approved contract authority for ESRI Geographic Information software support consulting
4. Adopted Routine Amendment to the 2021-2024 Transportation Improvement Program on seven projects submitted by two agencies
5. Authorized Changes in the Regional Transportation Plan Project Status for two transit projects
6. Approved 2021 Federal Transit Administration Funding Annual Adjustments in the amount of \$27.4 million

June 2021

Kelly McGourty, Director of Transportation Planning, briefed the Executive Board on the work underway over the past two years to update the Regional Transportation Plan, scheduled for adoption in May 2022. This work began with a new data collection effort and the development of a visualization tool and in-depth discussions on key policy focus areas at the Transportation Policy Board. A representative public survey and other outreach activities were conducted over the last six months. In addition, work has been conducted to refine and better estimate the necessary revenues and expenditures through 2050 as part of the required financial strategy. The board was also briefed on the remaining schedule of activities and key milestones through to plan adoption.

Jason Thibedeau, PSRC Principal Economic Development Manager, presented to the Executive Board work to update the Regional Economic Strategy. The Central Puget Sound Economic Development District (EDD) Board is the governing board for the federally designated economic development district for King, Pierce, Snohomish, and Kitsap counties and includes representatives from tribes, private business, local governments, and trade

organizations. Economic Development staff are working under the EDD's Board's guidance to update the Regional Economic Strategy, with expected adoption late 2021. This strategy serves as the region's Comprehensive Economic Development Strategy (CEDS) per US Economic Development Administration (EDA) guidelines. A CEDS is designed to build capacity and guide the economic prosperity and resiliency of a region, with implementation by a broad set of regional stakeholders. An adopted CEDS enables regional organizations and jurisdictions to be eligible for certain types of US EDA funding.

The region has faced unprecedented challenges over the past year due to the COVID-19 pandemic. This crisis has created both new economic challenges and new opportunities. The Board was briefed that major themes for economic recovery have emerged as part of the preliminary strategy scoping efforts: Equity, Health, Child Care, Job Distribution, Broadband, Housing & Homelessness, Business Recovery and Industry Resilience. PSRC has launched an online engagement tool to gather feedback on 13 topics central to the strategy. Over the summer, staff will be leveraging the engagement tool to facilitate outreach with EDD board members, stakeholders, and the public.

In other business, the board:

- Approved an updated policy on compensating members of PSRC funded outreach efforts, including focus groups, Committees and surveys. The updated policy noted that there were more forms of participation and compensation for participation in outreach efforts will be based upon a market analysis as well as the time/effort expended by the public.
- Adopted a Routine Amendment to the 2021-2024 Transportation Improvement Program.
- Authorized a Change in the Regional Transportation Plan Project Status for Kitsap Transit's Silverdale Transit Center Phase I & II Project.
- Authorized a Change in the Regional Transportation Plan Project Status for Kitsap Transit's SR 16 Park and Rides Phase A Project.
- Approved Kent Mayor Dana Ralph as the new Transportation Policy Board Chair.

Operations Committee

July 2020

The Operations Committee met for the first time since February 2020 due to Covid-19, in a first ever virtual meeting format. The Committee recommended that the Executive Board approve the FY21 Indirect Cost Rate of 63.34% with a benefit rate of 61.97%. The Committee also recommended that the Executive Board approve a budget amendment that would add two new grants, Stormwater Parks and CARES Act Pandemic Recovery and Resiliency Work, as well as authorize the Executive Director to enter into contracts using those funds to carry out the work.

August 2020

The Operations Committee did not meet in August.

September 2020

The Operations Committee met on September 24th and recommended that the Executive Board approve contract authority for cell phone service costing \$45,800 for three years. This includes a contingency for potential increased bandwidth due to telework and cloud-based services. The Committee also reviewed the methodology for weighted votes, and Diana Lauderbach, Chief Financial Officer, went over the schedule for development of the FY22-23 Budget and Work Program.

October 2020

The Operations Committee met remotely on October 22nd and recommended that the Executive Board approve contract authority for a Regional Housing Strategy consultant in support of PSRC engagement efforts. The Committee also approved a new policy for compensating members of PSRC funded focus groups and/or committees. This policy would allow for and encourage greater participation by members of the community.

November 2020

The Operations Committee did not meet in November.

December 2020

The Operations Committee met remotely on December 3, 2020. The Committee recommended that the Executive Board approve contract authority as follows:

- Software as a service contract for a web-based engagement platform, to be used to support outreach efforts for all of PSRC's adopted work program
- Consultant services for the third two-year cycle of PSRC's Regional Household Travel Survey Program of approximately 1,200 households across the four county region
- Purchase of commercial vehicle data to better understand freight movement throughout the region by medium and heavy-duty delivery trucks, to help support the development and analysis of the Regional Transportation Plan
- New consultant contracts for public opinion research and outreach, as well as contracts for support of PSRC's State Environmental Policy Act review, all of which are needed for the Regional Transportation Plan update

The Committee also continued discussion of the proposed FY 2022-23 Budget and Work Program assumptions and financial policies.

January 2021

The Operations Committee met remotely on January 28, 2021. The Committee recommended that the Executive Board approve contract authority for the Greenhouse Gas Emissions Inventories and Modeling Project. This is a cooperative agreement with King County and will be paid for using local funds. The Committee continued discussion of the draft FY 2022-23 Budget and Work Program and was introduced to two new interns.

February 2021

The Operations Committee met remotely on February 25, 2021. The Committee met with the State Auditor's Office for FY2020 audit results and both PSRC and CPSEDD received clean audits for the ninth year in a row. The Committee was presented with the 2020 Base Pay Market Study by Avitus Group, PSRC's HR consultant. The study showed that PSRC continues to marginally trail market rates at entry level pay bands.

March 2021

The Operations Committee met remotely on March 25, 2021 and recommended that the Executive Board approve contract authority in the amount of \$100,000 for legal services related to current litigation. It is expected that insurance will reimburse much of that cost once settled. In addition to the monthly budget, grant, and contract status reports, a contract summary report for the recently completed Passenger-Only Ferry Study was provided.

April 2021

The Operations Committee did not meet in April.

May 2021

The Operations Committee met remotely on May 27, 2021. The Committee recommended that the Executive Board approve contract authority in the following amounts: \$147,00 Financial Consulting, \$225,000 Legal Consulting, \$95,000 HR Consulting, \$120,400 IT Consulting, \$20,000 GIS Consulting, \$150,000 Website Design and Development. The Committee was also briefed on the policy for Compensating Members of PSRC Funded Focus Groups and/or Committees. The Committee met a new PSRC staff member.

June 2021

The Committee met remotely on June 24, 2021. The Committee recommended the Executive Board approve an update to the policy on compensating the public for participation in PSRC funded outreach efforts, with amendments to provide a review of the policy in 3 years and to clarify the amount of compensation for survey participation. The Committee also heard about a new electronic processing service called Point and Pay that will be available for member jurisdictions to transmit their annual dues payment and the plan for hybrid board meetings going forward.

Growth Management Policy Board (GMPB)

July 2020

The GMPB met remotely on July 16, 2020. The GMPB recommended to the Executive Board the conditional certification of the Buckley Comprehensive Plan. The GMPB was briefed on the Regional Centers Framework implementation and the Regional Housing Strategy. The Regional Housing Strategy presentation included a panel discussion with updates from Commerce, King County, and Snohomish County on their respective housing work.

August 2020

The GMPB did not have a meeting scheduled for August.

September 2020

The GMPB meeting was held remotely on September 17, 2020. The board recommended to the Executive Board the certification of Regional Center Subarea Plans for Bellevue, Burien, Puyallup – Downtown, and Puyallup South Hill. The board was briefed on the Regional Aviation Baseline Study, Regional Equity Strategy, and Equity Mapping Tools.

October 2020

The GMPB met remotely on October 15, 2020. The GMPB approved the deadline extension for the Greater Downtown Kirkland Regional Growth Center Application. The GMPB also was briefed on the Plan Review Manual Update Project and the Regional Housing Needs Assessment findings.

November 2020

The GMPB met remotely on November 19, 2020. The board recommended certification of Regional Center Subarea Plans for Kirkland-Totem Lake RGC, Kent-Downtown RGC, and Kent MIC. The board was briefed on the Transportation work program and the Regional Housing Needs Assessment.

December 2020

The GMPB did not have a meeting scheduled for December.

January 2021

The GMPB meeting was held remotely on January 7, 2021. The board recommended to the Executive Board certification of Regional Center Subarea Plans for Tukwila's Southcenter Regional Growth Center (RGC) and North Tukwila MIC and an extension of the Black Diamond conditional certification. The board was briefed on VISION 2050 guidance related to establishing growth targets and received an update on Puget Sound Recovery from PSRC staff and Puget Sound Partnership.

February 2021

The GMPB meeting was held remotely on February 4, 2021. The board was briefed on the FY2022-2023 Biennial Budget and Work Program, the 2021 WA State Legislative Session, and VISION 2050 implementation including School Siting Briefing Paper Findings and Next Steps.

March 2021

The GMPB meeting was held remotely on March 4, 2021. The board was briefed on Regional Housing Strategy: Needs Assessment Key Findings and Next Steps and then proceeded into a breakout session to further discuss housing successes and challenges in the region.

April 2021

The GMPB meeting was held remotely on April 1, 2021. The board was briefed on the Plan Review Manual Update along with Open Space Conservation Tools and Regional Transfer of Development Rights (TDR). The Open Space Conservation Tools and Regional TDRs briefing included presenters Michael Murphy with King County and Nicholas Bratton & Skip Swenson with Forterra.

May 2021

The GMPB meeting was held remotely on May 6, 2021. The board approved the update to the Regional Transit-Oriented Development Advisory Committee Charter. The board was briefed on the School Siting Briefing Paper, formation of the Equity Advisory Committee, and Countywide Planning Policies. Additionally, the board discussed the Regional Housing Strategy focused on tools and actions.

June 2021

The Board met remotely on July 1, 2021 and authorized staff to release the draft Regional Housing Strategy for Public Comments. The Board also heard from PSRC and Kitsap County staff on regional stormwater parks and opportunities for member jurisdictions to apply for grant funding for planning such parks in their communities. Finally, the Board approved recommending to the Executive Board Black Diamond Conditional Certification extension.

Transportation Policy Board (TPB)

July 2020

The TPB met remotely on July 9, 2020. The TPB recommended approval of projects proposed for PSRC's 2023-2024 Federal Highway Administration and Federal Transit Administration Funds, as well as heard a briefing on the Passenger Only Ferry Study and Regional Transportation Plan Update.

August 2020

The TPB did not meet in August.

September 2020

The TPB met remotely on September 10, 2020. Staff provided the TPB an overview of the Draft 2021-2024 Regional Transportation Improvement Program (TIP). The TPB approved releasing the draft TIP for public comment. The TPB also heard an overview of the Puget Sound Passenger-Only Ferry Study scope and schedule. The TPB also heard an overview of the overall portfolio of funds available to transit agencies and PSRC's methodology for distributing FTA funds. Finally, the TPB was briefed on the safety element of the Regional Transportation Plan and board members provided feedback to staff on safety.

October 2020

The TPB met remotely on October 8, 2020. The board was briefed on the development of the 2021-2024 Regional Transportation Improvement Program (TIP) and the board took action to recommend Executive Board approval of the TIP. Finally, the TPB was briefed on the draft performance measures PSRC uses to assess key policy areas and objectives of VISION 2050.

November 2020

The TPB met remotely on November 12, 2020. It was noted that VISION 2050 was adopted by the General Assembly in October 2020. The TBP was provided an overview of the Regional Equity Strategy to inform PSRC's work moving forward. The TBP also heard a briefing on the Regional Transportation Plan (RTP) update, including PSRC's goals, tools and techniques for outreach and engagement. The board also heard an overview of the specialized transportation services outreach as part of the RTP update. Finally, the board heard an update on the Project Selection Task Force and Policy Framework for PSRC's Federal Funds.

December 2020

The TPB met remotely on December 10, 2020, and heard an update on the Passenger-Only Ferry Study. The board also previewed and provided feedback on the online visualization tool that PSRC staff had been developing to make data on the existing transportation system available. The tool is designed to inform the RPT, highlighting needs and opportunities. Finally, the board heard updates on four different funding opportunities, with the potential to act on them in January, as well as a request for emergency funding for the West Seattle Bridge repair.

January 2021

The TPB met remotely on January 14, 2021. The board recommended Executive Board approval of distribution of 2021-2022 supplemental FHWA funding to the adopted contingency lists, the distribution of Transportation Alternatives Program to the adopted contingency lists and to conduct a regional competition for the 2022-2024 TAP funds. The TBP also recommended Executive Board approval of \$14.4 million of new and redistributed FHWA funding towards the repair of the City of Seattle's West Seattle Bridge, with a provision that the City of Seattle submit only one application in the next regional competition for PSRC funds. The TBP approved moving forward with the Project Selection Task Force for the 2022 project selection process. Finally, the TBP heard an overview of the Regional Transportation Plan financial strategy.

February 2021

The TPB met remotely on February 11, 2021 and heard a presentation on the draft FY 2022-2023 budget, including the key work tasks across PSRC. The board recommended Executive Board approval of regional priority rankings for the WSDOT Consolidated Grant Program that provided funding for specialized transportation programs. The board also heard an overview of the Regional Transportation Plan Financial strategy, as well as key findings and preliminary

data from the data collection on the regional transportation system. The board provided feedback on where the data could be expanded.

March 2021

The TPB met remotely on March 11, 2021, and heard from Reema Griffith, Washington Transportation Commission, on the Commission's assessment of Road Usage Charge programs, including Washington State's pilot program. The board also heard an overview of the Transportation Demand Management programs (TDM) in the region, as well as the bicycle and pedestrian element included in the current RTP and how that will be expanded in the RTP update to align with VISION 2050. The board then went into smaller work study break out sessions to discuss access to transit.

April 2021

The TPB met remotely on April 8, 2021 and recommended Executive Board approval of supplemental FHWA funding to projects on the adopted contingency list that were ready to go. Staff also provided an overview of the outreach conducted to get input on priorities for the Regional Transportation Plan update as well as the freight work program. The board discussed freight driver safety, geographic balancing in freight corridors, and preservation challenges. Finally, the board met in small groups to discuss safety needs and trends in the transportation system.

May 2021

The TPB met remotely on May 13, 2021. The board recommend Executive Board approval of 2021 Federal Transit Administration Funding Annual Adjustments. The board heard briefings on the Regional Transportation Plan Financial Strategy, the Transportation Survey Findings, and PSRC's climate work program, including ongoing work with the Puget Sound Clean Air Agency on a Regional Electric Vehicle Forum

June 2021

The TPB met remotely on June 10, 2021. The board heard an overview from State Representatives Jake Fey and Emily Wicks of the results of the 2021 Legislative session and transportation related activities. Staff also presented an overview of the draft estimates of revenues and expenditures out to 2050, as part of the Regional Transportation Plan Financial Strategy