Executive Board
Thursday, December 6, 2018 • 10:00 A.M. – 11:30 A.M.
PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle, WA 98104

The meeting will be streamed live over the internet at www.psrc.org.

1. Call to Order and Roll Call (10:00) - Executive Bruce Dammeier, Vice President
2. Communications and Public Comment
3. President's Remarks
4. Executive Director’s Report
5. Committee Reports
   a. Transportation Policy Board - Councilmember Rob Johnson, Chair
   b. Growth Management Policy Board - Councilmember Ryan Mello, Chair
   c. Operations Committee - Executive Bruce Dammeier, Vice President
   d. Economic Development District Board - Councilmember Terry Ryan, EDDB President
6. Consent Agenda (10:15)
   a. Approve Minutes of Meeting held October 25, 2018
   b. Approve Vouchers Dated October 18th, 2018 through November 16th, 2018 in the Amount of $845,948.08
   c. Approve Contract Authority for Central Database Architect Support
   d. Approve Regional Priority Rankings for WSDOT 2019-21 Consolidated Grant Competition
   e. Approve Regional Growth Center Plan Certification for Tacoma Mall Subarea Plan
7. New Business (10:20)
   a. Authorize a Change in the Regional Transportation Plan Project Status for the Sound Transit Lynnwood Link Extension Project -- Sound Transit
8. Discussion Item (10:35)
   a. Presentation from Washington State Auditor -- Pat McCarthy, Office of the Washington State Auditor
9. Executive Session (11:00)
10. Information Items:
    a. PSRC Public Participation Plan
    b. 2019 Executive Board and Operations Committee Meeting Schedule
11. Other Business
12. **Next Meeting:** Thursday, January 24, 2019, 10 - 11:30 a.m., PSRC Board Room

13. **Adjourn (11:30)**

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Sheila Rogers, e-mail srogers@psrc.org; fax 206-587-4825; or mail.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711. 中文 | Chinese, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese Call 206-587-4819.
Regional rankings for Consolidated Grant Program

The Transportation Policy Board took action to recommend funding for projects supporting special needs transportation. PSRC provides regional priority rankings for the Washington State Department of Transportation’s Consolidated Grant competition, which offers funding from a variety of federal and state sources that can be applied anywhere in Washington State for special needs transportation, rural, and other related public transportation programs. The Transportation Policy Board’s recommendation includes 22 projects ranked into 4 tiers. The Executive Board will make a final decision on this at its December 6 meeting. View the presentation or watch the discussion.

For more information, contact Gil Cerise at (206) 971-3053 or gcerise@psrc.org.

New Transit Integration Report

A new report from PSRC describes ways that transit agencies, cities and other stakeholders are working together to improve transit performance throughout the region. The report highlights coordination underway as the region makes major investments in the regional transit system. Agencies are working together
on building and making it easier to access regional transit hubs, including Colman Dock, Tacoma Dome Station, Lynnwood Link, and Northgate Station. Transit agencies are also coordinating on fare payment, shared mobility services, wayfinding, and parking management to create a more connected system of transportation choices for customers. View the presentation.

For more information, contact Gil Cerise at (206) 971-3053 or gcerise@psrc.org.

In other business, the board:

- Recommended a change in project status from candidate to approved for the Lynnwood Link Light Rail Extension.
- Recommended Regional Growth Center Plan Certification for Tacoma Mall Subarea Plan.
- Enjoyed a presentation on Washington’s Commute Trip Reduction Board’s strategic plan.
- Received an information item on PSRC’s Public Participation Plan update.
November 1, 2018

Environmental review for VISION 2050 moves ahead

The Growth Management Policy Board directed staff to prepare the Draft Supplemental Environmental Impact Statement for VISION 2050. This work will include analysis of three growth alternatives:

- **Stay the Course**: A “no action” alternative under the State Environmental Policy Act (SEPA) that would continue the VISION 2040 shares of growth in a straight line to 2050, encouraging growth within urban areas and within centers.

- **Transit Focused Growth**: Directs a greater amount of growth (75%) to areas with existing or planned high capacity transit.

- **Reset Urban Growth**: Assumes the region would see less growth near transit and regional centers compared to the other two scenarios.

The environmental review process will study impacts and trade-offs of the growth patterns through SEPA. The analysis will inform development of a preferred alternative. The Draft Supplemental Environmental Impact Statement is expected to be released in February/March 2019. [View the presentation.](#)
For more information, contact Liz Underwood-Bultmann at 206-464-6174 or Paul Inghram at 206-464-7549.

In other business, the board:

- Reviewed potential changes to the Economy and Public Services chapters of VISION 2050
- Recommended certification of the Tacoma Mall Subarea Plan

Upcoming meeting on November 29

The next meeting of the Growth Management Policy Board will be Thursday, November 29, 10 a.m. - 12 p.m.
MINUTES
Puget Sound Regional Council Executive Board
Thursday, October 25, 2018
PSRC Board Room

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:07 a.m. by Executive Bruce Dammeier, Vice President. The signatures on the Attendance Sheet, as well as documentation by staff, determined attendance and that a quorum was present.

[To watch a video of the meeting and hear the full discussion, please go to: http://psrcwa.iqm2.com/Citizens/Default.aspx.]

Members and Alternates that participated for all or part of the meeting included:

(*participated via teleconference)

Executive Bruce Dammeier, PSRC Vice President, Pierce County
Deputy Mayor Jay Arnold, City of Kirkland
Commissioner Glen Bachman, Port of Everett
Councilmember Claudia Balducci, King County
Mayor David Baker, Kenmore, King County Other Cities & Towns
Commissioner Cary Bozeman, Port of Bremerton
Mayor John Chelminiak, City of Bellevue
Executive Dow Constantine, King County
Mayor Becky Erickson, Poulsbo, Kitsap County Other Cities & Towns
Mayor Cassie Franklin, City of Everett
**Commissioner Charlotte Garrido, Kitsap County
Councilmember Rob Johnson, City of Seattle
Mayor Ron Lucas, Steilacoom, Pierce County Other Cities & Towns
Mayor Christie Malchow, Sammamish, King County Other Cities & Towns
Secretary Roger Millar, WSDOT
Mayor Amy Ockerlander, Duvall, King County Other Cities & Towns
**Councilmember Ed Prince, City of Renton
Councilmember Chris Roberts, Shoreline, King County Other Cities & Towns
Councilmember Terry Ryan, Snohomish County
**Deputy Mayor Catherine Stanford, Lake Forest Park, King County Other Cities & Towns**
Councilmember Mike Todd, Mill Creek, Snohomish County Other Cities & Towns
**Mayor Greg Wheeler, City of Bremerton**
**Mayor Victoria Woodards, City of Tacoma**
**Councilmember Stephanie Wright, Snohomish County**

Members absent included:
(*alternate present)

Mayor Nancy Backus, Auburn, King County Other Cities & Towns
Mayor Jenny Durkan, City of Seattle
Mayor Jim Ferrell, City of Federal Way
Commissioner Courtney Gregoire, Port of Seattle
*Mayor Denis Law, City of Renton*
Commissioner Dick Marzano, Port of Tacoma
Councilmember Teresa Mosqueda, City of Seattle
Councilmember Mike O’Brien, City of Seattle
Mayor Dana Ralph, City of Kent
Commissioner Hester Serebrin, Washington State Transportation Commission
*Executive Dave Somers, PSRC President, Snohomish County*
Councilmember Rick Talbert, Pierce County
Mayor Barbara Tolbert, Arlington, Snohomish County Other Cities & Towns
*Mayor Amy Walen, City of Kirkland*

**COMMUNICATIONS AND PUBLIC COMMENT**

The following people addressed the board:

Will Knedlik
Marguerite Richards
Alex Tsimerman

**PRESIDENT’S REMARKS**

Vice President Dammeier reported that Mayor Franklin has appointed Councilmember Scott Bader as her alternate representing City of Everett.

He noted that “the busy fall season is here, and we are doing our best to be cognizant of your time thus the short meeting today.” He reminded the board that they will not meet in November and the December meeting will be on the 6th.

He stated that “at the December meeting, the board will be conducting the annual performance review for the executive director. By the end of next week, board members and alternates will receive an email from Executive Somers and myself that
will include materials regarding the performance review. Please keep an eye out for that email, we look forward to your input.”

EXECUTIVE DIRECTOR’S REPORT

Josh Brown, Executive Director:

- Reported that PSRC received federal certification for transportation planning. Every four years, the Federal Highway Administration and Federal Transit Administration conduct a review of the planning processes of transportation management areas such as PSRC. Mr. Brown highlighted some of the areas that were standout in this years review, noting that PSRC was highlighted as “one of the best MPOs” in the northwest region.
- Reported on his outreach for the month including, presented a VISION 2040 Award to Sound Transit Mercy Housing, participated in a Ferries Conference, outreach to Paine Field, Renton Municipal Airport, Arlington Municipal Airport, and Auburn Municipal Airport. Meet with Sumner Mayor Bill Pugh and team, provided an overview of PSRC to the Leadership Institute of South Puget Sound, attended the Master Builders Association of King and Snohomish Counties’ Housing Breakfast, followed up with a meeting with its Executive Director Kat Sims.

COMMITTEE REPORTS

Operations Committee Report

Mayor Ron Lucas, Acting Chair, reported that the Operations Committee met this morning and recommended approval of the vouchers dated September 26 through October 15, 2018 in the amount of $800,074.91. The committee discussed Executive Board representatives and the Proposed FY 2020-2021 Biennial Budget and Work Program Assumptions and Financial Policies.

CONSENT AGENDA

ACTION: It was moved and seconded (Johnson/Franklin) to remove item (d) “adopt remaining federal performance targets” from the Consent Agenda and to: (a) approve minutes of meeting held September 27, 2018, (b) approve vouchers dated September 26 through October 15, 2018 in the amount of $800,074.91, and (c) adopt routine amendment to the 2017-2020 Transportation Improvement Program (TIP). The motion passed unanimously.

NEW BUSINESS

Adopt Remaining Federal Performance Targets

Kelly McGourty, Director of Transportation Planning, explained that per the federal performance-based planning provisions of the Fixing America's Surface Transportation
(FAST) Act, states and metropolitan planning organizations (MPOs) such as PSRC are required to adopt performance targets for a variety of measures. States were required to adopt targets by May 2018, and MPOs are required to adopt by November 2018.

The Washington State Department of Transportation (WSDOT) has been working cooperatively with PSRC and other MPOs around the state to develop the statewide targets for the transportation performance measures as required by the FAST Act. As of May 2018, WSDOT has finalized the statewide targets; MPOs are required to either support the proposed statewide targets or to develop their own targets no later than November 16, 2018. In addition to these performance measures under the Federal Highway Administration programs, PSRC has been working closely with the region’s transit agencies on the two performance measures under the Federal Transit Administration programs.

The performance measurement rules under the FAST Act encompass the following categories: safety, pavement condition, bridge condition, system performance, freight movement, traffic congestion, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, transit asset management and transit safety. Final rules related to each measure have been released at various dates over the last two years, with the most recent rule on transit safety released in July 2018. Federal guidance on each topic has also been phased, with the most recent guidance released as late as June 2018. Guidance related to the transit safety rule is still pending.

Transit asset management and safety targets have already been adopted by PSRC. In September and October, staff reviewed with the Transportation Policy Board the statewide targets for each of the remaining categories, as well as contextual information on the relationship of the targets to current conditions and forecast information from the recently adopted Regional Transportation Plan. Attachment A contains the proposed targets.

In June 2017, the Executive Board adopted the transit asset management targets, and in January 2018 the targets for safety. At its meeting on October 11, the Transportation Policy Board recommended that the Executive Board adopt the required federal performance targets.

**ACTION:** It was moved and seconded (Ryan/Franklin) to adopt the required federal performance targets identified in Table 1 of Attachment A. The motion passed unanimously.

**Adopt 2019-2022 Regional Transportation Improvement Program (TIP)**

Kelly McGourty, Director of Transportation Planning, briefed the board on the request to adopt the 2019-2022 Regional Transportation Improvement Program. Ms. McGourty provided information about the regional TIP process and highlighted examples of projects recommended for TIP funding. At its meeting October 11, the Transportation Policy Board recommended adoption of the TIP by the Executive Board.
ACTION: It was moved and seconded (Ryan/Johnson) to adopt the 2019-2022 Regional TIP, including the following actions and findings:

A. Compliance with State and Federal Requirements
PSRC finds that the 2019-2022 Regional TIP satisfies all state and federal requirements, including consistency with the Regional Transportation Plan, financial feasibility, and a positive finding of air quality conformity. PSRC has also provided reasonable opportunity for public review and considered public comments. Therefore, the 2019-2022 Regional TIP should be adopted by PSRC and submitted to the Governor and federal funding agencies for approval.

B. Project Selection – Required for the Federal Highway Administration and Federal Transit Administration Funds Managed by PSRC
PSRC approves project selection for all projects in the 2019-2022 Regional TIP for which PSRC has project selection responsibilities. These include projects with Surface Transportation Block Grant Program (STP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), and Federal Transit Administration (FTA) formula funds.

C. Authorization for Administrative Amendments to the TIP
PSRC staff are authorized to continue to achieve flexibility and efficiency in the administration of PSRC’s programming responsibilities. This authorization enables staff to execute administrative approval for reasonable agency requests for routine project and programming amendments to the approved TIP.

The motion passed unanimously.

DISCUSSION ITEM

VISION 2050 and the Regional Growth Strategy

Liz Underwood-Bultmann, PSRC Principal Planner, briefed the board on the ongoing work of the Growth Management Policy Board and the Regional Staff Committee on VISION 2050 and the Regional Growth Strategy.

VISION 2040 is the long-term strategy for sustainable growth in the central Puget Sound region. VISION 2040 includes goals, multicounty planning policies (MPPs), and implementation actions. It also sets forth the Regional Growth Strategy, which provides numeric guidance for planning for population, housing, and employment growth in countywide targets and local comprehensive plans. The update of VISION will extend the planning horizon for the growth strategy to 2050. The Executive Board started the process of updating the regional plan with direction of early work in July 2017.

The Growth Management Policy Board and Regional Staff Committee will evaluate key policy areas this fall and winter. For example, work is progressing to integrate the
Regional Economic Strategy with the Economy chapter; and to address the state’s direction on school siting outside of the urban growth area. Upcoming work will look at annexation policies, the unincorporated urban area, integration of the centers framework, and review of policy direction on transit-oriented development.

Growth Management Policy Board meetings throughout this year and next spring will focus on VISION 2050, with a goal of issuing a public review draft in the summer of 2019. A board review schedule through next summer is attached. VISION 2050 is scheduled to be adopted in the spring of 2020.

INFORMATION ITEM

PSRC Federal Certification

Included in the agenda packet was information on PSRC’s 2018 Planning Certification review. FHWA and FTA conducted a joint review of PSRC’s transportation planning process on July 10, 2018. The Federal review determined that PSRC continues to meet the requirements to satisfy the provisions for metropolitan transportation planning.

OTHER BUSINESS
There was no other business brought before the board.

NEXT MEETING

The Executive Board will next meet on Thursday, December 6, 2018; 10 – 11:30 a.m., in the PSRC Board Room.

ADJOURN

The meeting adjourned at 11:32 a.m.

Adopted this 6th day of December, 2018

____________________________________________
Executive Dave Somers, President
Puget Sound Regional Council

ATTEST:

____________________________________________
Josh Brown, Executive Director
To: Executive Board

From: Executive Bruce Dammeier, Chair, Operations Committee

Subject: Approve Vouchers Dated October 18th, 2018 through November 16th, 2018 in the Amount of $845,948.08

IN BRIEF

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

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

<table>
<thead>
<tr>
<th>REQUESTED</th>
<th>WARRANT DATE</th>
<th>VOUCHER NUMBER</th>
<th>TOTALS</th>
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<tbody>
<tr>
<td></td>
<td>10/18/18 - 11/16/18</td>
<td>AP Vouchers</td>
<td>$ 290,035.32</td>
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<tr>
<td></td>
<td>10/31/18 - 11/15/18</td>
<td>Payroll</td>
<td>$ 555,912.76</td>
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<td></td>
<td></td>
<td></td>
<td>$ 845,948.08</td>
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</tbody>
</table>

For additional information, please contact Diana Lauderbach at 206-464-5416; email dlauderbach@psrc.org.
CONSENT AGENDA

November 29, 2018

To: Executive Board

From: Executive Bruce Dammeier, Chair, Operations Committee

Subject: Approve Contract Authority for Central Database Architect Support

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of $10,000. A request is being made to authorize a consultant contract to assist in the design and implementation of a new central database to manage the agency’s main data products.

RECOMMENDED ACTION

Authorize the Executive Director to enter a consultant contract, not to exceed $75,000, for on-call support in the design and implementation of a new Central Database to manage the PSRC’s data products.

BUDGET IMPACT

The adopted Biennial Budget and Work Program for Fiscal Years 2018-2019 includes budget for consultant services to support the implementation of data management improvements such as the creation of a central SQL database.

DISCUSSION

During FY2017, the Data Department undertook a consultant project to have its data management practices and related IT systems evaluated. The project goal was to identify targeted improvements that could be implemented to support and promote more efficient work flows and data processes.

This evaluation resulted in a recommendation to maintain frequently-used data in an industry standard database such as SQL Server. Such a tool will allow staff to more
efficiently work with data from disparate sources in the short run, and in the long run will support better web-based data delivery and interactive data visualization and analysis tools for our membership and the public at large. This new database will be large, complex, and will contain many data sets covering a number of disparate topics, such as employment, housing, land use, demography, and transportation, over a range of years. It will be designed in a highly formalized, structured manner so as to maximize the ease with which staff can retrieve data, yet be flexible enough to accommodate changes to the data that may be recorded in the future. It will also support a versioning system to track revisions.

The database will be built using an iterative approach, whereby small portions will be designed and then implemented before work moves on to the next portion. PSRC staff have sufficient database expertise to perform much but not all of the implementation work, and a database architect will be required to assist in its design and rounding out any implementation work. This architect will be required to first familiarize themselves with the agency’s current data formats and practices, then be available on an on-call basis as the build-out continues.

For more information, please contact Chris Peak at (206) 595-4890 or cpeak@psrc.org.
CONSENT AGENDA
November 29, 2018

To: Executive Board

From: Councilmember Rob Johnson, Chair, Transportation Policy Board

Subject: Approve Regional Priority Rankings for WSDOT 2019-21 Consolidated Grant Competition

IN BRIEF

At its November 8 meeting, the Transportation Policy Board reviewed and acted on the Transportation Operators Committee (TOC) recommendation on regional priority rankings for the WSDOT 2019-21 Consolidated Grant competition funding special needs transportation projects. The Transportation Policy Board recommended that the Executive Board approve regional priority rankings.

ACTION

The Executive Board should approve regional priority rankings for the Washington State Department of Transportation (WSDOT) 2019-21 Consolidated Grant competition as found in Table 1, attached.

DISCUSSION

WSDOT’s 2019-21 Consolidated Grant competition includes funding from a variety of federal and state sources that can be applied anywhere in Washington State for special needs transportation, rural, and other related public transportation programs.

WSDOT seeks regional priority rankings from regional transportation planning organizations (RTPOs) across the state for the competition. Regional priority rankings add points to the overall project score in WSDOT’s statewide Consolidated Grant competition. WSDOT allocated 21 regional priority rankings as follows for the PSRC region in the current competition:
- 7 “A” rankings = 50 points added to WSDOT statewide scoring
- 7 “B” rankings = 25 points added to WSDOT statewide scoring
- 7 “C” rankings = 12 points added to WSDOT statewide scoring
- Unlimited “D” rankings = 0 points added to WSDOT statewide scoring

PSRC provides regional priority rankings for King, Pierce, and Snohomish counties. Kitsap County participates in the Peninsula RTPO’s regional priority ranking process.

The TOC recommendation for regional priorities is found on Table 1, attached to this memo.

Background
In past years, PSRC held project selection authority for Federal Transit Administration (FTA) Section 5310 Program funds for the large urban area. PSRC would coordinate its funding competition for these funds with the statewide Consolidated Grant competition. However, based upon board feedback in the spring of 2018, PSRC and WSDOT agreed to include the large urban FTA Section 5310 funds within the overall Consolidated Grant competition managed by WSDOT. These funds must still remain within our region but including them in the WSDOT competition (approximately $2.25 million per year) will allow for greater leveraging of funds between the variety of funding sources WSDOT manages.

PSRC worked with the Special Needs Transportation Committee (SNTC), other stakeholders, and WSDOT to develop the process for evaluating projects for regional priority rankings prior to the notice of funding availability issued in July of 2018. The evaluation process took into consideration six factors, many of which are derived from PSRC’s Coordinated Transit-Human Services Transportation Plan (Coordinated Plan), adopted in May 2018 as part of the Regional Transportation Plan. PSRC reviewed the applications submitted based upon these six factors and presented the findings to the SNTC for their consideration in developing a recommendation on regional priority rankings.

Twenty-two applications were submitted to PSRC and WSDOT by the September 14, 2018 deadline set by WSDOT. These projects totaled $9.8 million in requests. The majority of projects were for continuation of existing programs that serve mobility needs of seniors, people with disabilities, and other people with special transportation needs.

The SNTC convened on October 17, 2018 to review the submitted projects competing for a regional priority ranking in WSDOT’s 2019-21 Consolidated Grant competition. In addition to the six factors identified above, the SNTC discussed additional factors to take into consideration including geographic distribution of regional priority rankings; project types; agency equity; compelling cases for agencies with limited resources; strategic application of federal and state funds; and coordination.

The motion to recommend the final package to the TOC was approved unanimously by the SNTC.
The TOC convened on October 24, 2018 to review the SNTC recommendation. The TOC agreed with the SNTC's recommendation and forwarded the recommended regional priority rankings to the Transportation Policy Board. At its November 8 meeting, the Transportation Policy Board reviewed and recommended for Executive Board approval the regional priority rankings as identified in Table 1.

For more information, contact Gil Cerise at (206) 971-3053, gcerise@psrc.org.

Attachments:
Table 1 – Recommended Regional Priority Rankings for WSDOT 2019-21 Consolidated Grant competition from PSRC region
Table 1 – Recommended Regional Priority Rankings for WSDOT 2019-21 Consolidated Grant competition from PSRC region

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title</th>
<th>Project Description</th>
<th>County</th>
<th>Project Type</th>
<th>Eligible for Traditional 5310 Funds Requested for 2019-21</th>
<th>2-yr or 4-yr Recommended Priority Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catholic Community Services of King County</td>
<td>Preserve Volunteer Services' (VS) King County Volunteer Transportation Program</td>
<td>Volunteer Services (formerly Volunteer Chore Services) provides volunteer transportation free of charge to low-income older adults and persons living with disabilities. Transportation services are provided throughout King County and targeted to special needs populations.</td>
<td>King</td>
<td>Operating</td>
<td>No</td>
<td>$98,101</td>
</tr>
<tr>
<td>Homage Senior Services</td>
<td>Transportation Assistance Program (TAP) Operations</td>
<td>The Transportation Assistance Program (TAP) provides transportation services for rural and extreme rural areas of Snohomish County. TAP provides transportation to those who cannot access or do not have access to regular public transit services where they live. TAP guests are either ADA eligible, over 60 years of age, or both.</td>
<td>Snohomish</td>
<td>Operating</td>
<td>No</td>
<td>$948,054</td>
</tr>
<tr>
<td>Mt. Si Senior Center</td>
<td>Mt Si Senior Center - Sustain SVT - Snoqualmie Valley Transportation</td>
<td>SVT provides ADA accessible demand response and deviated route services to transit-dependent individuals in the incorporated and unincorporated rural areas of Snoqualmie Valley including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and Monroe.</td>
<td>Multi</td>
<td>Operating</td>
<td>No</td>
<td>$1,029,000</td>
</tr>
<tr>
<td>Pierce County Human Services</td>
<td>Beyond the Borders</td>
<td>Sustain Beyond the Borders’ accessible demand response and deviated fixed route transportation service for special needs riders who live or travel to unincorporated rural and suburban locations in east and south Pierce County and who do not receive service from Pierce Transit.</td>
<td>Pierce</td>
<td>Operating</td>
<td>Yes</td>
<td>$1,120,760</td>
</tr>
<tr>
<td>Puget Sound Educational Service District (PSESD)</td>
<td>Key Peninsula School Bus Connects (KPSBC)</td>
<td>Key Peninsula School Bus Connects preserves an existing route-deviated service that utilizes off-duty school buses to provide transportation to special needs populations in an otherwise unserved region of Pierce County.</td>
<td>Pierce</td>
<td>Operating</td>
<td>No</td>
<td>$150,000</td>
</tr>
<tr>
<td>Puget Sound Educational Service District (PSESD)</td>
<td>Road to Independence Van Program (RTI)</td>
<td>Sustain existing van operations to assist individuals with special needs in rural south King and east Pierce counties. RTI Van program provides: CDL driver training and licensing for low-income individuals and rides driven by CDL driver trainees for people with special transportation needs.</td>
<td>Multi</td>
<td>Operating</td>
<td>No</td>
<td>$550,000</td>
</tr>
<tr>
<td>Sound Generations</td>
<td>Sustain the Hyde Shuttles: A Community-based Paratransit Service in King County</td>
<td>Sustain a community-based paratransit service for seniors and people with disabilities in King County who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.</td>
<td>King</td>
<td>Operating</td>
<td>No</td>
<td>$1,769,658</td>
</tr>
<tr>
<td>Catholic Community Services of Snohomish County</td>
<td>Disabled Veterans Transportation</td>
<td>Sustain Disabled Veterans Transportation program, which provides disabled veterans living in Snohomish County with no-cost transportation to access medical, dental, and other essential appointments.</td>
<td>Snohomish</td>
<td>Operating</td>
<td>No</td>
<td>$41,650</td>
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<tr>
<td>Catholic Community Services of Western Washington - Pierce County</td>
<td>Volunteer Transportation Services</td>
<td>VTS provides door-through-door transportation to medical, grocery shopping and other necessary appointments to low-income seniors and adults with disabilities (18-59) who don’t qualify for Pierce Transit Shuttle, Paratransit services or who live in a rural area of Pierce County where public transportation isn’t available.</td>
<td>Pierce</td>
<td>Operating</td>
<td>No</td>
<td>$284,035</td>
</tr>
<tr>
<td>Hopelink</td>
<td>Mobility Management in King County</td>
<td>Provides staffing, short term planning and operational support for the King County Mobility Coalition and subregional coalitions; implements locally prioritized mobility management projects; and conducts outreach to targeted special needs populations.</td>
<td>King</td>
<td>Mobility Management</td>
<td>Yes</td>
<td>$618,174</td>
</tr>
<tr>
<td>King County Metro Transit</td>
<td>Sustain Community Shuttles for Seniors and People with Disabilities in King County</td>
<td>Requests operating assistance funds to support the continuation of the Hyde Shuttle, an existing paratransit service for seniors and people with disabilities in urban and suburban King County. The project would provide operating assistance for 7-9 vans, allowing continuation of Hyde Shuttle service in Seattle, SeaTac and Tukwila.</td>
<td>King</td>
<td>Operating</td>
<td>Yes</td>
<td>$537,506</td>
</tr>
<tr>
<td>Pierce County Human Services</td>
<td>Mobility Management Pierce County</td>
<td>Sustain existing Mobility Management staffing of the Pierce County Mobility Management Pierce County. Mobility Management invites stakeholders to identify transportation challenges and facilitate partnerships that improve mobility for special needs riders in Pierce County.</td>
<td>Pierce</td>
<td>Mobility Management</td>
<td>Yes</td>
<td>$184,000</td>
</tr>
</tbody>
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*This factor was used in the additional considerations for developing a recommendation based on FTA Section 5310 eligibilities.*
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<thead>
<tr>
<th>Sponsor</th>
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<th>County</th>
<th>Project Type</th>
<th>Eligible for Traditional 5310</th>
<th>Funds Requested for 2019-21</th>
<th>2-yr or 4-yr</th>
<th>Recommended Priority Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Snohomish County Workforce Development Council</td>
<td>Snohomish County Transportation Coalition Mobility Management</td>
<td>Continuation of Mobility Management services in Snohomish County providing staffing, planning and operational support for the Snohomish County Transportation Coalition (SNOTRAC).</td>
<td>Snohomish</td>
<td>Mobility Management</td>
<td>Yes</td>
<td>$184,632</td>
<td>2-yr</td>
<td>B</td>
</tr>
<tr>
<td>United Way of Pierce County (UWPC)</td>
<td>South Sound 2-1-1 Transportation Resource Center</td>
<td>Sustain South Sound 2-1-1 Transportation Resource Center, preserving the centralized intake service for special needs transportation services and providing the special needs community with a single point of contact to learn about, apply for and get connected to all available mobility options in Pierce County.</td>
<td>Pierce</td>
<td>Mobility Management</td>
<td>Yes</td>
<td>$225,348</td>
<td>4-yr</td>
<td>B</td>
</tr>
<tr>
<td>Homage Senior Services</td>
<td>TAP Capital - Expansion</td>
<td>Acquire 4 vehicles--2 ADA mini vans and 2 non-ADA vans--for the TAP program. TAP provides demand-response transportation services throughout Snohomish County.</td>
<td>Snohomish</td>
<td>Capital</td>
<td>Yes</td>
<td>$170,000</td>
<td>2-yr</td>
<td>C</td>
</tr>
<tr>
<td>Homage Senior Services</td>
<td>Transportation Assistance Program (TAP) Operations - Expansion</td>
<td>Expand TAP operations to serve more clients who either live outside of the 3/4 mile ADA corridor or live in a location with no regular fixed route in Snohomish County.</td>
<td>Snohomish</td>
<td>Operating</td>
<td>No</td>
<td>$517,941</td>
<td>2-yr</td>
<td>C</td>
</tr>
<tr>
<td>Homage Senior Services</td>
<td>Transportation Outreach</td>
<td>Transportation Outreach is a program designed to educate Snohomish residents about their transportation options. Through in-person presentations, interviews, and telephonic interaction, Homage staff deliver information regarding fixed route, cabulance, paratransit, ORCA, and private transport entities.</td>
<td>Snohomish</td>
<td>Mobility Management</td>
<td>Yes</td>
<td>$45,077</td>
<td>2-yr</td>
<td>C</td>
</tr>
<tr>
<td>Hopelink</td>
<td>Regional Emergency Management/ Transportation for Vulnerable Populations Coordination</td>
<td>Provides staffing, short- and long-term planning, and operational support for the Regional Alliance for Resilient and Equitable Transportation (RARET) project and workgroup.</td>
<td>Multi</td>
<td>Mobility Management</td>
<td>Yes</td>
<td>$83,556</td>
<td>4-yr</td>
<td>C</td>
</tr>
<tr>
<td>Northshore Senior Center</td>
<td>Sustain Inter-County Special Needs Transportation</td>
<td>The Northshore Senior Center Transportation serves seniors and persons with disabilities in Bothell, Kenmore, Woodinville, and unincorporated King and Snohomish Counties including Bellevue, Kirkland, Lake Forest Park, Juanita, Redmond and Shoreline in King County, as well as Brier.</td>
<td>Multi</td>
<td>Operating</td>
<td>No</td>
<td>$110,935</td>
<td>4-yr</td>
<td>C</td>
</tr>
<tr>
<td>Stanwood Community &amp; Senior Center</td>
<td>Medicaid Vehicles Replacement</td>
<td>Replace three vehicles for the Stanwood Community &amp; Senior Center Medicaid Transportation Program. This program provides low income individuals transportation to and from medical appointments throughout Snohomish County.</td>
<td>Multi</td>
<td>Capital</td>
<td>Yes</td>
<td>$145,000</td>
<td>2-yr</td>
<td>C</td>
</tr>
<tr>
<td>Worldbridgers</td>
<td>Worldbridgers/Pierce County Adult Day Health Express (ADHE) Vehicles</td>
<td>Acquire 12 new ADA light duty cutaway vehicles to be used for the MultiCare Adult Day Health Express (ADHE) and coordinated transportation in Pierce County. This request will replace aging vehicles.</td>
<td>Pierce</td>
<td>Capital</td>
<td>Yes</td>
<td>$994,660</td>
<td>2-yr</td>
<td>C</td>
</tr>
<tr>
<td>Homage Senior Services</td>
<td>Pay Your Pal (PYP)</td>
<td>Pay Your Pal is a volunteer transportation program and reimburse mileage for drivers who provide trips to work, education, or health appointments for older adults and disabled citizens in the rural Snohomish County.</td>
<td>Snohomish</td>
<td>Operating</td>
<td>No</td>
<td>$47,877</td>
<td>2-yr</td>
<td>D</td>
</tr>
</tbody>
</table>

**TOTAL** $9,855,965

1 This factor was used in the additional considerations for developing a recommendation based on FTA Section 5310 eligibilities.
CONSENT AGENDA

To: Executive Board

From: Councilmember Rob Johnson, Chair, Transportation Policy Board
Councilmember Ryan Mello, Chair, Growth Management Policy Board

Subject: Approve Regional Growth Center Plan Certification for Tacoma Mall Subarea Plan

IN BRIEF

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the Tacoma Mall Neighborhood Subarea Plan.

RECOMMENDED ACTION

The Executive Board should certify that the Tacoma Mall Neighborhood Subarea Plan addresses planning expectations for regional growth centers.

DISCUSSION

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

VISION 2040, the Regional Transportation Plan, and the Adopted Policy and Plan Review Process call for PSRC to review and certify subarea planning efforts of jurisdictions with designated regional centers. VISION 2040 includes an action (DP-Action-17, p. 98) for jurisdictions with regional growth centers and/or
manufacturing/industrial centers to develop subarea plans for those centers. This expectation has been in place since the PSRC Executive Board adopted its Plan Review Process in 2003. Review of center subarea plans provides an opportunity to coordinate and share information related to local and regional planning.

The City of Tacoma adopted the Tacoma Mall Regional Growth Center (RGC) Subarea Plan in May 2018. The RGC consists of 575 acres and includes the Madison, Northwest, Lincoln Heights, and Mall districts. Tacoma Mall was designated as a regional growth center in 1995. The city completed the subarea plan to address PSRC regional growth center subarea plan requirements and submitted the plan to PSRC.

PSRC staff reviewed the subarea plan and finds it addresses the planning expectations for regional growth centers. PSRC staff coordinated with city staff in the review of the Plan Review and Certification Report. The newly adopted Regional Centers Framework (2018) calls for review of centers and center planning again in 2025, and PSRC may provide additional comments or guidance for center planning as part of that work.

For more information, please contact Andrea Harris-Long at (206) 464-6179 or aharris-long@psrc.org, or Liz Underwood-Bultmann at (206) 464-6174 or LUnderwood-Bultmann@psrc.org.

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1 The specific requirements for center planning are provided in PSRC’s Plan Review Manual, and the process is also described in VISION 2040, Part IV: Implementation. Certification of the jurisdiction’s comprehensive plan for consistency with the regional transportation plan, regionally established guidelines and policies, and Growth Management Act requirements for transportation planning is completed through a separate board action.
ACTION ITEM

November 29, 2018

To: Executive Board

From: Councilmember Rob Johnson, Chair, Transportation Policy Board

Subject: Authorize a Change in the Regional Transportation Plan Project Status for the Sound Transit Lynnwood Link Extension Project

IN BRIEF

Sound Transit has submitted a request to change the status of the Lynnwood Link Extension project from “Candidate” to “Approved.” Per PSRC’s adopted procedures, requests to change a project status require Board action. At its meeting on November 8, the Transportation Policy Board recommended that the Executive Board authorize changing the status of the project as requested.

RECOMMENDED ACTION

The Executive Board should authorize a change in project status for the Sound Transit Lynnwood Link Extension project from “Candidate” to “Approved.”

DISCUSSION

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

The **Lynnwood Link Extension project** will construct an 8.5 mile extension of Link Light Rail from Northgate to the Lynnwood City center. Traveling primarily along I-5, trains will serve four new stations at NE 145th St, NE 185th St, the Mountlake Terrace Transit Center, and Lynnwood Transit Center. A new parking facility will be constructed at NE 185th, and parking will be added at NE 145th St and the Lynnwood Transit Center, resulting in a net increase of approximately 1,500 new stalls in the corridor. By 2035, the Lynnwood Link Extension is projected to carry over 67,000 riders per day.

Table 1 below provides additional details of the project, including the criteria used to review the project for the requested status change.

### Table 1: Project Details and Review Criteria

<table>
<thead>
<tr>
<th>Review Criteria</th>
<th>Lynnwood Link Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Project Cost</strong></td>
<td>$2,771,622,000</td>
</tr>
<tr>
<td><strong>Consistency with Transportation 2040 Policies</strong></td>
<td>The project is consistent with regional policy.</td>
</tr>
<tr>
<td><strong>Benefit-Cost Analysis</strong></td>
<td>Benefit-cost analysis for Lynnwood Link was conducted as a part of the ST2 plan, certified by the Executive Board in 2008. Proposed investments in ST2 resulted in a net present value of $7.7 billion relative to a “no-build” scenario, with an associated benefit-cost ratio of 2.2.</td>
</tr>
<tr>
<td><strong>Environmental Documentation</strong></td>
<td>NEPA and SEPA analyses have resulted in records of decision by FTA and FHWA, with additional FTA approval of a NEPA re-evaluation in January 2017.</td>
</tr>
<tr>
<td><strong>Other Planning Requirements</strong></td>
<td>Sound Transit has entered into numerous agreements with partner jurisdictions and agencies, including MOUs for interjurisdictional coordination, transitway agreements, and I-5 airspace agreements with WSDOT.</td>
</tr>
<tr>
<td><strong>Financial Feasibility</strong></td>
<td>FHWA $2,000,000</td>
</tr>
<tr>
<td></td>
<td>FTA $206,483,578</td>
</tr>
<tr>
<td></td>
<td>Local $2,563,138,422</td>
</tr>
<tr>
<td></td>
<td>$2,771,622,000</td>
</tr>
<tr>
<td><strong>Air Quality Conformity</strong></td>
<td>Approving this project will not change the region’s air quality conformity determination.</td>
</tr>
</tbody>
</table>
For more information, please contact Benjamin Brackett at 206-971-3280 or bbrackett@psrc.org.
DISCUSSION ITEM  

To: Executive Board  

From: Josh Brown, Executive Director  

Subject: Presentation from Washington State Auditor  

IN BRIEF  

At the December 6, 2018 Executive Board meeting, State Auditor Pat McCarthy will provide an overview of what’s new at the Office of the Washington State Auditor.  

DISCUSSION  

Prior to being elected State Auditor, Pat served as Pierce County Executive. She was a member of the Executive Board of the Puget Sound Regional Council, including two years as President of PSRC.  

For more information contact Rick Olson, Director of Government Relations and Communications, at rolson@psrc.org or 206-464-971-3050.
FOR IMMEDIATE RELEASE: October 30, 2018
Contact: Michele Leslie, mleslie@psrc.org, 206-587-4819

PSRC Seeking Comment on Draft Public Participation Plan

SEATTLE - The Puget Sound Regional Council is seeking public comment on its draft Public Participation Plan. The 45-day public comment period will run from October 30 to December 14, 2018. The draft Public Participation Plan is available online or from PSRC’s Information Center at (206) 464-7532. An accessible MS Word document of the plan is also available.

The Puget Sound Regional Council is updating its Public Participation Plan to reflect changes to public comment at PSRC meetings. Under the new plan, public comment at PSRC board meetings would need to be in reference to an action or discussion item on the agenda. The draft plan also removes public comment from the agendas of committee meetings primarily composed of staff.

The draft Public Participation Plan also reflects improvements to the accessibility of documents posted on the website.

The Public Participation Plan outlines PSRC’s current practices for public involvement, consultation with interested parties, interagency consultation, and agency governance and operations, all in one document for public reference.

How to make a comment:
Email: Michele Leslie at mleslie@psrc.org
US Mail: Michele Leslie, 1011 Western Ave, Suite 500, Seattle, WA 98104
In person at a PSRC Board Meeting: November 1 at 10am at the Growth Management Policy Board meeting, November 8 at 9:30am at the Transportation Policy Board meeting, November 29 at 10am at the Growth Management Policy Board meeting, or December 6 at 10am at the Executive Board meeting.

PSRC worked with its membership, boards and committees, interagency consultation process, stakeholder groups, interested parties and the public to develop its public involvement practices. PSRC adopted its first Public Participation Plan in 1993. It was updated in 1994, 2002, 2007, 2012 and last in 2016. It was refined through public processes by incorporating outreach strategies that proved effective in involving the public during specific studies, as well as new federal and state guidance.
PSRC develops policies and coordinates decisions about regional growth and transportation planning in King, Pierce, Snohomish and Kitsap counties. The Council is composed of over 80 county, city, port, transit, tribal and state agencies serving the region. It coordinates the distribution of about $240 million in Federal Highway Administration and Federal Transit Administration funds each year. PSRC sets priorities and evaluates the most efficient ways to target those funds to support state and local transportation and growth management plans.

Title VI Notice: PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, contact PSRC at 206-587-4819 or see https://www.psrc.org/title-vi.

اللغة العربية | Arabic, 中文 | Chinese, Deutsch | German, Francaise | French, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese Call 206- 587-4819.
INFORMATION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: 2019 Executive Board and Operations Committee Meeting Schedule

The Executive Board and Operations Committee meet on the fourth Thursday of every month. Unless noted, Operations Committee meetings are held from 9:30-9:50 a.m. in the Central Meeting Room and the Executive Board from 10:00-11:30 a.m. in the Board Room. Meeting dates and times are subject to change. Members will be notified if a meeting is changed or cancelled.

January 24
February 28
March 28
April 25
May 30 – General Assembly (time and location to be determined)
June 27
July 25
August – No meeting
September 26
October 24
November – No meeting
December 5 – Early meeting date

Questions can be directed to Sheila Rogers at (206) 464-5815 or srogers@psrc.org. For additional board information, visit PSRC’s website at psrc.org.