Executive Board
Thursday, October 25, 2018 • 10:00 A.M. – 11:00 A.M. [note TIME CHANGE]
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 Board - Councilmember Terry Ryan, EDB President
6. Consent Agenda (10:20)
   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
   c. Adopt Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP)
   d. Adopt Remaining Federal Performance Targets
7. New Business (10:25)
   a. Adopt 2019-2022 Regional Transportation Improvement Program (TIP) -- Kelly McGourty, PSRC
8. Discussion Item (10:40)
   a. VISION 2050 and the Regional Growth Strategy -- Liz Underwood-Bultmann, PSRC
9. Information Item
   a. PSRC Federal Certification
10. Other Business
11. Next Meeting:
    NO MEETING IN NOVEMBER
    Thursday, December 6, 2018, 10 - 11:30 a.m., PSRC Board Room
12. Adjourn (11:00)

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.
October 11, 2018

$6.4 billion Transportation Improvement Program recommended

The Transportation Policy Board recommended adoption of the 2019-2022 Regional Transportation Improvement Program (TIP). The TIP includes 377 projects and a total of $6.4 billion to be invested in transportation in the region near-term. It also includes the projects selected in 2018 to receive $533 million in PSRC funds. The Executive Board will take final action on the TIP at its meeting on October 25, 2018. View the presentation or watch the meeting.

For more information, contact Kelly McGourty at 206-971-3601 or KMcGourty@psrc.org.

Federally required performance targets

The Transportation Policy Board recommended 2018-2022 performance targets for Pavement and Bridge performance, System performance and Congestion Mitigation and Air Quality (CMAQ). The Executive Board will take final action on the performance targets at its meeting on October 25, 2018.
PsRC receives federal certification for transportation planning

Every four years, the Federal Highway Administration and Federal Transit Administration jointly conduct a review of the planning processes of federally designated transportation management areas such as PsRC. The review is conducted by a team from the Federal Highway Administration Washington Division in Olympia and the Federal Transit Administration Region 10 in Seattle. The certification report cited a number of commendations for PsRC’s work. “We encourage you to keep up the good work,” said Jeremy Borrego, FTA Transportation Specialist. He added: “This is really one of the best MPOs in our region. We look to you to be on the forefront of planning. We have some pretty substantial transportation challenges in the region and we look forward to working with you and the opportunity to meet those challenges by planning and building great transportation infrastructure.”

In other business, the board:

- Recommended adoption of a Routine Amendment to the 2017-2020 Transportation Improvement Program.
- Enjoyed a WSDOT Workshop on the I-5 Near-Term Action Agenda.
October 4, 2018

Housing in VISION 2050

The Growth Management Policy Board expressed support for proposed updates to the housing chapter in VISION 2050, including:

- Updating the narrative and housing data
- Providing data on housing need for all income levels
- Retaining current housing policies with direction from the board on specific changes
- Exploring new housing actions

Board members discussed the need for more housing near transit, along with preserving existing housing and avoiding displacement of current residents. Policies should aim to provide housing at all income levels in all communities. Members called out the need to work with the state to create more regional and local tools to create affordable housing. Staff will continue to brief the board and seek input as housing work moves forward.

For more information, contact Laura Benjamin at 206-464-7134 or LBenjamin@psrc.org.
Developing growth scenarios for VISION 2050

The growth board continued its discussion of growth scenarios for the VISION 2050 Regional Growth Strategy. The growth scenarios will inform selection of alternatives for environmental analysis of VISION 2050.

The VISION 2050 environmental analysis will compare a "no action" alternative with two or three other alternatives. Alternatives under consideration include:

- Stay the Course (the "no action" alternative) – Extends VISION 2040 growth assumptions to 2050
- Forward from 2017 – Resets VISION 2040 growth assumptions to a 2017 base
- Dispersed Urban Growth – Distributes growth broadly across urban growth area
- Transit Focused Growth – Distributes more growth around high-capacity transit

The board discussed input from staff committees on the scenarios and reviewed screening factors used to evaluate the scenarios. Members agreed the alternatives should be different enough that they provide bookend options for the environmental analysis, while also representing a range of realistic choices that meet the overall goals of VISION.

Based on the board’s input, PSRC staff will work with staff committees to refine the growth scenarios. The board will be asked to confirm alternatives for the Draft Supplemental Environmental Impact Statement at its November meeting.

For more information, please contact Liz Underwood-Bultmann at 206-464-6174, LUnderwood-Bultmann@psrc.org, or Paul Inghram at 206-464-7549, PInghram@psrc.org.
October 3, 2018

Greater Seattle Partners

The Economic Development Board welcomed Greater Seattle Partners new CEO Brian McGowan for a brief presentation on the new public-private partnership created to advance growth and competitiveness of the region. Greater Seattle Partners is working to enhance the region’s economic competitiveness with the focus on attracting new investment, promoting international trade and growing existing industry. The organization was formed as an outcome of Challenge Seattle’s work led by former Governor Christine Gregoire to market King, Pierce and Snohomish counties to businesses around the world. The start-up organization is supported by companies such as Boeing, Amazon, JP Morgan Chase, Microsoft, Starbucks and Alaska Airlines, and county executives, mayors and port commissioners from Snohomish, King and Pierce counties to date.

For more information, contact Jason Thibedeau at 206-389-2879 or jthibedeau@psrc.org.

History of the Economic Development District and its Budget and Work Program

The Central Puget Sound Economic Development District was first formed in 1971. Economic Development Districts are multi-jurisdictional geographic areas
designated by the U.S. Economic Development Administration that allow certain organizations within the district to be eligible for EDA funding. The CPSEDD entered into a Memorandum of Understanding with the PSRC in 2002 and has since operated as a part of PSRC. See the full presentation here.

For more information, contact Jason Thibedeau at 206-389-2879 or jthibedeau@psrc.org.

**Washington State Space Economy Report Released**

Washington state and the central Puget Sound region are well positioned to compete in a growing commercial space industry. According to the *Washington State Space Economy report*, several companies in the region directly employ about 2,900 people in the space industry. Another 1,100 jobs are indirectly created through the local supply chain and another 2,200 jobs are induced through the spending of the industry and its employees. Business activities tied to direct, indirect and induced impacts of the space industry will contribute an estimated $1.8 billion in economic activity to Washington communities in 2018. PSRC’s Economic Development Board initiated the study of the region’s space sector as a priority action for the regional economic strategy, *Amazing Place*.

For more information, contact Jason Thibedeau at 206-389-2879 or jthibedeau@psrc.org.
MINUTES

Puget Sound Regional Council Executive Board
Thursday, September 27, 2018
PSRC Board Room

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:05 a.m. by Executive Dave Somers, 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 Dave Somers, PSRC President, Snohomish County
Deputy Mayor Jay Arnold, City of Kirkland
Mayor Nancy Backus, Auburn, King County Other Cities & Towns
Commissioner Glen Bachman, Port of Everett
Mayor David Baker, Kenmore, King County Other Cities & Towns
Commissioner Cary Bozeman, Port of Bremerton
Mayor John Chelminiak, City of Bellevue
Mayor Becky Erickson, Poulsbo, Kitsap County Other Cities & Towns
Mayor Jim Ferrell, City of Federal Way
Mayor Cassie Franklin, City of Everett
Commissioner Charlotte Garrido, Kitsap County
**Commissioner Courtney Gregoire, Port of Seattle
Councilmember Rob Johnson, City of Seattle
Mayor Ron Lucas, Steilacoom, Pierce County Other Cities & Towns
Secretary Roger Millar, WSDOT
**Mayor Amy Ockerlander, Duvall, King County Other Cities & Towns
**Councilmember Ed Prince, City of Renton
Mayor Dana Ralph, City of Kent
Councilmember Chris Roberts, Shoreline, King County Other Cities & Towns

Doc ID 2395
Councilmember Terry Ryan, Snohomish County
Commissioner Hester Serebrin, Washington State Transportation Commission
Deputy Mayor Catherine Stanford, Lake Forest Park, King County Other Cities & Towns
Councilmember Rick Talbert, Pierce County
**Mayor Barbara Tolbert, Arlington, Snohomish County Other Cities & Towns
**Mayor Victoria Woodards, City of Tacoma

Members absent included:
(*alternate present)

Councilmember Claudia Balducci, King County
Executive Dow Constantine, King County
Executive Bruce Dammeier, PSRC Vice President, Pierce County
Mayor Jenny Durkan, City 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
Councilmember Mike Todd, Mill Creek, Snohomish County Other Cities & Towns
*Mayor Amy Walen, City of Kirkland
Mayor Greg Wheeler, City of Bremerton

COMMUNICATIONS AND PUBLIC COMMENT

The following people addressed the board:
Marguerite Richards
Alex Tsimerman

PRESIDENT’S REMARKS

As an introduction to the meeting topics, President Dave Somers commented that “PSRC has a long history of playing an important role to grow jobs and improve the competitiveness of our region. An example is the meaningful role we have been playing to support Governor Inslee’s Choose Washington Council.” He stated, “Growing family wage jobs is a major focus of my work as County Executive and PSRC President. I am pleased that we have two items on the agenda today that demonstrate our commitment together as a region to collaboration and economic competitiveness. First, today PSRC will be releasing to the public the Washington State Space Economy Report. This is the most comprehensive look we have taken to understand how we can compete and win jobs in the space sector that includes companies like Blue Origin and SpaceX. This builds on our legacy of innovation, technology and manufacturing. Second, I am pleased to be able to introduce Greater Seattle Partners (GSP) and their new CEO Brian McGowan to the region. We will have a brief discussion regarding GSP and then will adjourn the Executive Board early to have a reception to meet Brian and personally welcome him to the region.”
EXECUTIVE DIRECTOR’S REPORT

Josh Brown, Executive Director:

- Congratulated City of Auburn’s Mayor Nancy Backus for Auburn surpassed 80,000 residents, therefore receiving a jurisdictional seat on the Executive Board.
- Welcomed Deputy Mayor Catherine Stanford who moved from alternate to voting member representing King County Other Cities and Towns.
- Informed the board that every year PSRC’s weighted votes for the General Assembly and Executive Board are revised to reflect the most recent population figures from the Washington State Office of Financial Management. Every three years the Executive Board reconsider the distribution of county and city representation of the Executive Board.
- Reported that President Somers has directed the Operations Committee to begin the review of the Executive Board county and city representation over the next several months and come to the Executive Board with a recommendation.
- Reported on his outreach to airport managers, VISION 2020 award recipients, and Executive Board members and others in the region.

COMMITTEE REPORTS
Operations Committee Report

Councilmember Rick Talbert, Acting Chair, reported that the Operations Committee meet this morning and recommended approval of the vouchers dated July 17 through September 14, 2018 in the amount of $1,693,890.32. The committee approved a budget amendment and an increase in authority for consultant services for the second two-year cycle (wave 2) of the six-year Puget Sound Regional Household travel survey program, and approved contract authority for consultant services for a Regional Aviation Baseline Study.

The committee discussed Executive Board weighted votes. Due to a change in population for the City of Auburn, there will be a change in representation for the Executive Board. Additionally, the committee reviewed the upcoming schedule for the biennial budget and work plan and reviewed monthly standard reports on the budget, grants and contracts.

CONSENT AGENDA

ACTION: It was moved and seconded to: (a) Approve Minutes of Meeting held July 26, 2018, (b) Approve Vouchers Dated July 17 through September 14, 2018 in the Amount of $1,693,890.32, (c) Authorize a Budget Amendment and an Increase in Authority for Consultant Services for the Second Two-Year Cycle (Wave 2) of the Six-Year Puget Sound Regional Household Travel Survey Program, (d) Approve Contract Authority for Consultant Services for Regional Aviation Baseline Study; and (e) Adopt Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP). The motion passed unanimously.
DISCUSSION ITEM

Release of Washington State Space Economy Report

Jason Thibedeau, Principal Economic Development Manager, reported on the release of the _Washington State Space Economy_ report led by PSRC to analyze the state and region’s competitive position in the commercial space industry.

The study found that the space industry has a strong economic impact throughout the central Puget Sound region and Washington state. Business activities tied to direct, indirect and induced impacts of the space industry will contribute an estimated $1.8 billion in economic activity to Washington communities in 2018. Estimates show that 6,200 jobs in the state are supported by the space industry providing $610 million in payroll. In addition, the space sector contributes about $62 million annually in state and local tax revenues.

Analysis for the study was performed by BERK consulting, and was supported by contributions from Blue Origin, City of Kent, Suquamish Tribe, City of Redmond, Snohomish County, City of Federal Way, City of Everett, Port of Bremerton, and the City of Seattle. The report is scheduled to be released on September 27 and will be available on PSRC’s website.

Introducing Greater Seattle Partners

The Executive Board welcomed Greater Seattle Partners Chairman, Bill McSherry, Vice President, Government Operations, Boeing Commercial Airplanes, and Brian McGowan, CEO of Greater Seattle Partners for a brief presentation on the Greater Seattle Partners, followed by a meet and great reception. Greater Seattle Partners is a new public-private partnership created to advance growth and competitiveness of the region.

INFORMATION ITEM

PSRC Weighted Votes

Included in the agenda packet was information on the proposed weighted votes for the General Assembly and Executive Board. Every year PSRC’s weighted votes are revised to reflect the most recent population figures from the Washington State Office of Financial Management (OFM).

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING
The Executive Board will next meet on Thursday, October 25, 2018; 10 – 11:30 a.m., in the PSRC Board Room.

ADJOURN

The meeting adjourned at 11:26 a.m.

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Adopted this 25th day of October, 2018

____________________________________
Executive Dave Somers, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director
CONSENT AGENDA

To: Executive Board

From: Executive Bruce Dammeier, Chair, Operations Committee

Subject: Approve Vouchers Dated September 26 through October 15, 2018 in the Amount of $800,074.91

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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>09/26/18 - 10/15/18</td>
<td>AP Vouchers</td>
<td>$236,443.79</td>
</tr>
<tr>
<td></td>
<td>09/28/18 - 09/30/18</td>
<td>Payroll</td>
<td>$563,631.12</td>
</tr>
</tbody>
</table>

$800,074.91

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

October 18, 2018

To: Executive Board

From: Councilmember Rob Johnson, Chair, Transportation Policy Board

Subject: Adopt Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP)

IN BRIEF

Three agencies submitted three projects this month for routine amendment into the Regional TIP. These projects are summarized in Exhibit A. These projects were awarded local, state and federal funding through various processes, such as National Highway Performance Program funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2040 and the Regional Transportation Plan. At its meeting on October 11, the Transportation Policy Board recommended adoption of the amendment.

RECOMMENDED ACTION

The Executive Board should adopt an amendment to the 2017-2020 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

Under the Fixing America’s Surface Transportation (FAST) Act, PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), Bus and Bus Facilities Formula (5339), and Enhanced Mobility of Seniors and Individuals with Disabilities (5310).

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

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2040, the Regional Transportation Plan, and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is described further below.

**Consistency with VISION 2040 and the Regional Transportation Plan**

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2040 and the Regional Transportation Plan.

**Air Quality Conformity**

The projects in Exhibit A were reviewed and it has been determined that a new air quality analysis and conformity determination is not required because each project falls into one or more of the following categories:
- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

**Funding Reasonably Expected to be Available**

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

**PSRC’s Project Tracking Policies**

This month’s amendment includes no Project Tracking actions.

**Federal Fund Source Descriptions**

The following is a list of state and federal funding sources that are referenced in Exhibit A.

- **NHS** National Highway Performance Program funds that support the National Highway System.
- **STP (W)** Surface Transportation Block Grant Program funds managed by WSDOT and used for state highway system preservation and interstate reconstruction.

For more information, please contact Ryan Thompto at (206) 464-7122 or rthompto@psrc.org.

Attachments:
Exhibit A
<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title and Work Description</th>
<th>Funding</th>
<th>PSRC Action Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>King County Department of Transportation (Road Services)</td>
<td><strong>4th Avenue SW Enhancement Project</strong>&lt;br&gt;New project adding Preliminary Engineering and Construction funds to support a re-channelization of 4th Avenue SW from SW Roxbury Street to 100th Avenue SW that will provide a new sidewalk, landscaping, on-street parallel parking, stormwater management, and curb bulbs.</td>
<td>$1,779,150 State&lt;br&gt;$936,250 Local&lt;br&gt;$2,715,400 Total</td>
<td>☐ ☑ ☐ ☐</td>
</tr>
<tr>
<td>Snohomish County</td>
<td><strong>Airport Road/128th Street SW Overlay</strong>&lt;br&gt;New project adding Preliminary Engineering and Construction funds to provide a full width 2.5 inch overlay. All pavement markings will be replaced and ADA ramps upgraded as necessary.</td>
<td>$3,056,000 Federal NHS&lt;br&gt;$476,866 Local&lt;br&gt;$3,532,866 Total</td>
<td>☐ ☑ ☐ ☐</td>
</tr>
<tr>
<td>WSDOT Olympic Region</td>
<td><strong>SR 162/Spikeon Creek Bridge - Bridge Replacement</strong>&lt;br&gt;New project adding Preliminary Engineering and Construction funds to construct a new bridge replacing the existing structurally deficient bridge.</td>
<td>$3,809,587 Federal STP(W)&lt;br&gt;$85,733 State&lt;br&gt;$3,895,320 Total</td>
<td>☐ ☑ ☐ ☐</td>
</tr>
</tbody>
</table>
CONSENT AGENDA

To: Executive Board
From: Councilmember Rob Johnson, Chair, Transportation Policy Board
Subject: Adopt Remaining Federal Performance Targets

IN BRIEF

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.

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.

RECOMMENDED ACTION

The Executive Board should adopt the required federal performance targets identified in Table 1 of attachment A.

DISCUSSION

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
- Transit Safety

Final rules related to each measure above 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.

For more information, contact Pavithra Parthasarathi at pparthasarathi@psrc.org or (206) 971-3277.

Attachments:
A - Proposed Targets
ATTACHMENT A: PROPOSED FEDERAL PERFORMANCE TARGETS

Table 1 below identifies the proposed targets for the PSRC region, which are the same as those established by WSDOT.

<table>
<thead>
<tr>
<th>Program Area</th>
<th>Performance Measure</th>
<th>Current Statewide Conditions</th>
<th>Proposed 2-year Target</th>
<th>Proposed 4-year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Condition</td>
<td>Percent of bridges(^3) classified in good condition(^3)</td>
<td>33%</td>
<td>30%</td>
<td>30%</td>
</tr>
<tr>
<td></td>
<td>Percent of bridges(^3) classified in poor condition(^3)</td>
<td>8%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Pavement Condition</td>
<td>Percent of interstate pavement(^4) in good condition</td>
<td>32%</td>
<td>N/A</td>
<td>30%</td>
</tr>
<tr>
<td></td>
<td>Percent of interstate pavement(^4) in poor condition</td>
<td>4%</td>
<td>N/A</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>Percent of non-interstate pavement(^4) in good condition</td>
<td>18%</td>
<td>**</td>
<td>18%</td>
</tr>
<tr>
<td></td>
<td>Percent of non-interstate pavement(^4) in poor condition</td>
<td>5%</td>
<td>**</td>
<td>5%</td>
</tr>
<tr>
<td>System Performance</td>
<td>Interstate Travel Time Reliability</td>
<td>73%</td>
<td>70%</td>
<td>68%</td>
</tr>
<tr>
<td></td>
<td>Non-interstate Travel Time Reliability</td>
<td>77%</td>
<td>N/A</td>
<td>61%</td>
</tr>
<tr>
<td></td>
<td>Freight Reliability Index</td>
<td>1.63</td>
<td>1.7</td>
<td>1.75</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>Hours of Delay per Capita(^5)</td>
<td>23</td>
<td>N/A</td>
<td>28(^*)</td>
</tr>
<tr>
<td></td>
<td>Percent of non-SOV Commute Trips(^5)</td>
<td>32%</td>
<td>32.8%</td>
<td>33.2%</td>
</tr>
<tr>
<td>Emissions Reduction</td>
<td>Fine Particulates (PM2.5)</td>
<td>N/A</td>
<td>2.16 kg/day</td>
<td>8.83 kg/day</td>
</tr>
<tr>
<td></td>
<td>Nitrogen Oxides (NO(_x))</td>
<td>N/A</td>
<td>54.88 kg/day</td>
<td>116.54 kg/day</td>
</tr>
</tbody>
</table>

Notes: \(^1\)2-year target period ends October 1, 2020; \(^2\)4-year target period ends October 1, 2022; \(^3\)Only includes bridges on the NHS; \(^4\)Only includes pavement on the NHS; \(^5\)Currently applies to the Seattle-Everett-Tacoma urbanized area; \(^*\)Delay is provided in hours; \(^\star\)MPOs do not report 2-year targets. States and MPOs can adjust 4-year targets during the mid-performance progress report.
ACTION ITEM

October 18, 2018

To: Executive Board

From: Councilmember Rob Johnson, Chair, Transportation Policy Board

Subject: Adopt 2019-2022 Regional Transportation Improvement Program (TIP)

IN BRIEF

The Draft 2019-2022 Regional Transportation Improvement Program (TIP) was released for public review and comment on September 13, 2018. The comment period will continue through October 25, when the Executive Board is scheduled to take action on the final TIP. The 2019-2022 TIP includes the projects approved by the Executive Board in July to receive PSRC’s 2021-2022 Federal Highway Administration and Federal Transit Administration funds, as well as projects with local, state and other federal funds expected to be utilized between 2019 and 2022. The TIP document also includes a positive air quality conformity finding, background on the project selection process, an Environmental Justice/equity analysis, and additional information.

A summary of comments received as of October 11 is included in Attachment A; any additional comments received by the October 25 Executive Board meeting will be provided at that time. At its meeting October 11, the Transportation Policy Board recommended adoption of the TIP by the Executive Board.

RECOMMENDED ACTION

The Executive Board should 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.

DISCUSSION

The Regional TIP is required under federal and state legislation and helps to ensure that transportation projects in the region are meeting regional policies and federal and state requirements such as those under the Clean Air Act. The TIP is a four-year program of projects that must be updated at least every four years. In the central Puget Sound region, a new TIP is created after each project selection process for PSRC’s federal funds, which occurs usually every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects in the region, regardless of funding source.

Documentation on the 2018 project selection process and the development of the new 2019-2022 Regional TIP has been available on PSRC’s website throughout the year. In addition, major action items taken by the boards, such as approval of the 2018 Policy Framework for PSRC’s Federal Funds in February and approval of the recommended projects in July, have been featured in PSRC’s At Work publication, which is sent to board and committee members, legislators, and interested parties.

Consistent with PSRC’s Public Participation Plan, the Draft 2019-2022 Regional TIP was released for a public comment period on September 13, 2018. In addition to detailed project information, the TIP includes documentation on the project selection process for PSRC’s federal funds, the positive air quality conformity finding of the Regional TIP, an Environmental Justice/equity analysis, details on the financial information contained in the TIP, and other data. A news release was sent to local newspapers and media outlets, and the draft TIP was provided to major libraries in the region. Full documentation is available on PSRC’s website at https://www.psrc.org/our-work/funding/transportation-improvement-program, including an interactive web map with information on each project.
Public comments received through October 11 are included in Attachment A. PSRC responds to every comment submitted, and comments regarding specific projects are also forwarded to the appropriate project sponsor for additional response. Any additional comments received by the October 25 Executive Board meeting will be provided at that time.

Once a new TIP is adopted, sponsors are offered the opportunity to update existing projects or add new projects on a monthly basis. New projects and existing projects adding a future phase must be approved by PSRC’s Boards, with the exception of projects that are not regionally significant (i.e., not required to be on the Regional Transportation Plan Regional Capacity Project list) with a total project cost less than $3 million.\(^1\) PSRC staff has been authorized to administratively approve these projects, along with amendments to existing projects in the approved TIP that are not adding a new phase.

Upon approval by the Executive Board, the 2019-2022 Regional TIP will be forwarded to the state, with state and federal approvals expected in January 2019. Activity on existing projects since the Draft TIP was prepared will be incorporated into this final submittal, and as such total dollar figures for the 2019-2022 TIP will be updated.

For more information on the 2019-2022 Regional TIP, please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Attachments:
A - Public Comment on Draft 2019-2022 Regional TIP

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\(^1\) Refer to [https://www.psrc.org/sites/default/files/rtp-201806regionalcapacityprojectlistthresholds.pdf](https://www.psrc.org/sites/default/files/rtp-201806regionalcapacityprojectlistthresholds.pdf) for identification of which projects fall above and below this threshold.
PUBLIC COMMENTS ON THE DRAFT 2019-2022 REGIONAL TIP

Reflecting all comments received as of October 11, 2018

Note: PSRC responds to every comment, and where appropriate forwards the comment to any affected jurisdictions.

Comment 1:

9/13/2018
A Vote in Favor

Hello,

Please put me down as voting in favor of the project and spending the money to fund it!

Diana Clay
Lynnwood

Comment 2:

9/13/18

Mukilteo and Future of Flight need the SR 526 project with bus shelters + a good safe connection between Seaway Transit Center, Future of Flight and Mukilteo. Please expedite.

Joe Kunzler

Comment 3:

9/20/2018
Public comment on $6.2B transportation investments

Re. RTA – 100, I-405 Corridor

Dear Board Members,

Sound Transit and WSDOT have created a system that discourages carpooling and has done nothing to reduce congestion. Why? Because they waste money on outrageously expensive “signature” projects that barely increase transit ridership. Case in point – the planned $300M NE 85th ST triple decker overpass in Kirkland. Please call it what it really will be after reality hits their “strategic misrepresentation” – a $500M+ boondoggle. Instead of expanding parking and bus routes at Kirkland’s *existing* two P&R’s (Houghton and Totem Lake), they want to build a never-been-done-before intersection with no spots for parking spaces. When the Kirkland city manager has to propose a funicular to make this overpass even usable, there is something wrong.

Here’s what the north end of the I-405 corridor needs:

1) Expanded P&R spaces at each existing location, including the station in Snohomish County. These stations, especially Kingsgate, Brickyard and Canyon Park, are full by 7am.

2) New bridge and additional lanes at the I-405/SR-522 interchange that is *not* funded by future bonded toll revenue. Why are Bothell and Snohomish County drivers double-burdened by this capital project, in addition to the gas taxes we already pay, when no other drivers in the Puget Sound area are made to pay for their road projects through tolls? That $500M being considered for NE 85th ST
should go to building an I-405 overpass that WSDOT ruined when it created a perpetual bottleneck with HOT lanes.

3) Solutions that actually address congestion. My husband can’t commute from Factoria to the Brickyard P&R on a bus in under 90 minutes. There is no transit service for my commute, so I pay for an expensive system that I can never use. Drivers coming from Monroe, Maltby and Hwy 9 on Hwy 522 add a significant amount of car trips to the I-405 corridor and have almost no transit options. Where is the reasonable BRT for these people?

Here in the north-end of the I-405 corridor, there are insufficient P&R spaces, overcrowded buses, limited routes and complete lack of transit service in the eastern part of the RTA district. Please make cost-effective, high-return investments that actually reduce congestion. We taxpayers are getting fed up with rising taxes with no results.

Sincerely,
Tris Samberg
Bothell

P.S. Look at Community Transit – they are making wise transit investments that produce real results.

Comment 4:

9/21/2018
Comments on TIP

Dear PSRC,

I would like to make the following comments on this TIP.

1. I don’t support spending money to “improve” ITS systems. These things harm walkability along with local quality if life and they prioritize moving cars over moving people. This causes “induced demand” as the planning jargon goes, which we can empirically see on Mercer, whose traffic has worsened after ITS.

2. In the same vein, to avoid “induced demand” the state should not fund additional highway improvements. We should direct that money instead towards additional public transportation and active transportation investment.

3. I fully support Seattle’s Rainier Rapidride and various other public transportation investments. The lion’s share of folks commuting downtown to Seattle are using the bus, for example, and as our region continues to grow, public transit is the only option that shall continue to scale.

Thank you so much for all your hard work.

Andrew Sang
DISCUSSION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: VISION 2050 and the Regional Growth Strategy

IN BRIEF

Staff will brief the Executive Board on the ongoing work of the Growth Management Policy Board and the Regional Staff Committee on VISION 2050 and the Regional Growth Strategy.

DISCUSSION

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.

Following a public scoping process, the Growth Management Policy Board adopted the VISION 2050 scoping report in June 2018. Scoping determined that there continues to be strong support for the goals and policies of VISION 2040 and that rather than conduct a complete rewrite, the board discussed the critical public policy challenges and gaps in the current plan. VISION 2050 needs to address several fundamental issues, including: extending the plan horizon to the year 2050, addressing statutory changes, recognizing major changes to the region, and updating the plan to reflect recent regional plans and initiatives. High priority policy issues for the update include taking a fresh look at the Regional Growth Strategy and finding ways to support greater housing affordability. There is also strong interest in climate change/resiliency, social equity and
displacement, the impact of transportation technology, community health, annexation, environment and open space, and recognition of Native American tribes.

The scoping report and project information about VISION 2050 are available on the VISION webpage.

VISION 2050 Work Program

Regional Growth Strategy

The Regional Growth Strategy supports the work of the region’s cities and counties to allocate population and employment growth targets that underlie their local comprehensive plans. By setting the growth strategy for an extended planning horizon – 2050 – and for types of cities rather than individual cities, it provides counties and cities with flexibility in allocating targets while ensuring coordination across the region.

VISION 2040’s Regional Growth Strategy was developed from several alternatives that were studied through an extensive environmental analysis. These alternatives ranged from highly concentrated growth in metropolitan cities to more dispersed growth patterns. The preferred hybrid alternative that emerged from that process represented a deliberate move away from historical trends and toward a more sustainable pattern of development that could be achieved within the long-range planning period to 2040.

The Growth Management Policy Board conducted extended work sessions in June and September to review the performance of the current growth strategy and work towards defining new 2050 alternatives for detailed analysis and environmental review. In November, the Growth Management Policy Board plans to define two or three alternatives to use for analysis and include in the SEPA supplemental environmental impact statement (SEIS). At this stage, the board is looking to define distinct reasonable alternatives that support comparison of changes to the growth pattern. Ultimately, a preferred alternative may be a hybrid and will be formed in the spring of 2019.

Housing

Housing affordability was identified as one of the most pressing issues the region is facing. The Growth Management Policy Board held an extended work session on housing in July to discuss how cities, counties and the region can support greater housing supply that keeps up with growth, provide more affordable housing options, and maintain existing housing affordability.

The board, members of the Regional Staff Committee, and key housing stakeholders have worked with staff to identify how to clarify and strengthen existing VISION policy
language, support new policy language to promote “missing middle” housing types (duplexes, triplexes, townhomes, Accessory Dwelling Units), and provide more directive language on planning for and incentivizing affordable housing near high capacity transit.

Board members also expressed interest in future conversations on accountability and how regional and local plans and processes can help to advance regional housing outcomes. Staff will continue to work with the Regional Staff Committee to prepare edits to the housing policies for the board’s consideration.

Vision 2040 Implementation

In addition to the Growth Management Policy Board’s work on VISION 2050, member communities have been active implementing the regional vision through numerous local planning efforts. Several notable plans include:

Regional Growth Centers

Metro Everett Subarea Plan seeks to support redevelopment of the downtown/metro core of Everett by outlining new density and parking regulations and includes strategies to better connect the Sounder train and future LINK light rail station to the center.

Tacoma Mall Neighborhood Subarea Plan is a revisualization of the neighborhood to become a compact, walkable, mixed use community, with an emphasis on connectivity for all modes of transportation and integrated green infrastructure to promote water quality.

Lakewood Downtown Subarea Plan narrows its focus to aim at creating attractive, distinct neighborhoods that meet the daily needs of local residents. The plan anticipates a new civic park, a festival area, and attracting intensive mixed-use urban development. The city’s ordinance also seeks to make developing in the Downtown easier and faster.

University Place Regional Growth Center Subarea Plan is a significant up-zone to support transformation into a vibrant, walkable, regional destination. Town Center will function as the heart of the community and University Place’s civic center.

Manufacturing-Industrial Centers

Sumner-Pacific MIC Subarea Plan is expected to complete the two cities’ planning requirement for the recently designated regional Manufacturing-Industrial Center.

The cities of Arlington-Marysville continue to work on developing a plan to support the cities’ intent for the joint planning and to become recognized as a regionally designated Manufacturing-Industrial Center. The cities are anticipated
to be the first to submit under the new centers framework following the subarea plan’s completion in early 2019.

Next Steps

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.

Lead Staff

For more information, please contact Paul Inghram, Growth Management Director, at 206-464-7549, PInghram@psrc.org.

Attachments:
V2050 Calendar updated 10-15-2018
# VISION 2050 Working Calendar - DRAFT

## Policy Board Review Schedule

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* Regional Staff Committee meets monthly, typically discussing topics in development prior to review with GMPB
September 28, 2018

HPP-WA.1/730.4

Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Puget Sound Regional Council (PSRC)
2018 Planning Certification Review

Dear Mr. Brown:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the subsequent Fixing America’s Surface Transportation System Authorization Act (FAST Act) authorization retained the requirement for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to review and certify the planning processes for Transportation Management Areas (TMAs) at least every four years; PSRC is the TMA for the greater Seattle/Puget Sound area of Western Washington. The previous FHWA/FTA TMA certification for PSRC was completed on September 30, 2014.

FHWA and FTA staff conducted a joint review of PSRC’s transportation planning process on July 10, 2018. The Federal review team determined that PSRC continues to meet the requirements to satisfy the provisions for metropolitan transportation planning established under 23 CFR Part 450.

FHWA and FTA jointly certify the PSRC planning process for a period of four years.

This final report includes recommendations and commendations of the PSRC’s transportation planning process. We appreciate the time and assistance that your staff provided during this review.
If you have any questions for the review team, please contact Sharleen Bakeman, FHWA Washington Division Office, 360-753-9418, or Ned Conroy of FTA Region 10, 206-220-4318

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