Transportation Policy Board
Thursday, November 8, 2018 • 9:30 AM – 11:30 AM
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 (9:30) - Councilmember Rob Johnson, Chair

2. Report of the Chair

3. Communications and Public Comment

4. Director's Report

5. Consent Agenda (9:50)
   a. Approve Minutes of Transportation Policy Board Meeting held October 11, 2018
   b. Regional Growth Center Plan Certification for Tacoma Mall Subarea Plan

6. Action Item (9:55)
   a. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the Sound Transit Lynnwood Link Extension Project -- John Evans and Lisa Wolterink, Sound Transit

7. Action Item (10:15)
   a. Recommend Approval of Regional Priority Rankings for WSDOT 2019-21 Consolidated Grant Competition -- Gil Cerise, PSRC

8. Discussion Item (10:35)
   a. 2018 Transit Integration Report -- Gil Cerise and Maggie Moore, PSRC

9. Discussion Item (11:05)
   a. Commute Trip Reduction Board’s 2019-2023 Strategic Plan -- Ricardo Gotla, WSDOT

10. Information Item
    a. Transportation Policy Board 2019 Meeting Calendar

11. Information Item
    a. PSRC Public Participation Plan

12. Next Meeting: December 13, 2018, 9:30 - 11:30 AM, PSRC Board Room
    Major Topics for December:
    -- VISION 2050 Status Report
    -- Regional Aviation Baseline Study Update

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 Casey Moreau, e-mail cmoreau@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.
CALL TO ORDER

The meeting was called to order at 9:36 a.m. by Councilmember Rob Johnson, Chair.

REPORT OF THE CHAIR

Chair Johnson shared that the meeting would adjourn early to allow for a workshop by Washington State Department of Transportation (WSDOT) regarding the I-5 Near Term Action Agenda.

COMMUNICATIONS AND PUBLIC COMMENT

The following people addressed the board:

- Alex Tsimerman

DIRECTOR’S REPORT

Kelly McGourty, Director—Transportation Planning, shared that PSRC and WSDOT will be holding an I-5 bus tour October 23. Board members were encouraged to RSVP to attend.

The National Highway Traffic Safety Administration and the Environmental Protection Agency are proposing to revise the fuel economy standards passed in 2012. The new proposed rule is called The Safer Affordable Fuel Efficient (SAFE) vehicles rule, and would reduce the average fleet wide fuel economy for model years 2021 through 2026. Given the importance of the fuel economy standards to the adopted Four-Part Greenhouse Gas Strategy, PSRC is drafting a comment letter on the proposed rule.
Ms. McGourty also noted that PSRC has a new system for board communications and agenda distribution. Board members are welcome to provide feedback on the new system.

CONSENT AGENDA

a. Approval of Minutes of Transportation Policy Board Meeting held September 13, 2018
b. Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP)

**ACTION:** The motion was made by Councilmember Terry Ryan and seconded by Councilmember Paul Roberts to adopt the Consent Agenda. The motion passed.

RECOMMEND ADOPTION OF 2019-2022 REGIONAL TIP

At its September 13 meeting, the Transportation Policy Board received detailed information on the Draft 2019-2022 Regional TIP and authorized the Draft TIP to be released for public review. Kelly McGourty, Director, noted that four public comments were included in the agenda packet. The public comment period will remain open through the Executive Board meeting on October 25. Ms. McGourty reviewed the elements of the recommended action for the board’s consideration.

**ACTION:** The motion was made by Councilmember Kate Kruller and seconded by Councilmember Ryan Mello that the Transportation Policy Board should recommend the Executive Board 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.

RECOMMEND ADOPTION OF REMAINING FEDERAL PERFORMANCE TARGETS

Pavithra Parthasarathi, PSRC, shared that in September, the board received a briefing on the remaining Federal Performance Targets: bridge and pavement condition, system performance and targets related to Congestion Mitigation and Air Quality Improvement Program. Information requested at the September meeting was included in the agenda packet.

Ms. Parthasarathi provided an overview of the performance targets, which PSRC must establish by November 16. PSRC will then incorporate adopted targets into the Regional Transportation Plan, TIP and other planning efforts, as applicable. Ms. Parthasarathi noted that PSRC can adjust the targets during the mid-performance period. PSRC will continue to refine data and improve measures as part of the next plan update.

**ACTION:** The motion was made by Councilmember Terry Ryan and seconded by Councilmember Paul Roberts that the Transportation Policy Board should recommend the Executive Board adopt the required federal performance targets identified in Table 1 of attachment A. The motion passed.

PSRC FEDERAL CERTIFICATION

Linda Gehrke, Federal Transit Administration (FTA) shared that the transportation planning certification review is completed every four years for large Metropolitan Planning Organizations (MPO).

Dan Mathis, Federal Highway Administration (FHWA) stated that this review was a risk-based approach to help streamline the process. Federal agency staff met with PSRC prior to the certification process to discuss topics, resulting in an earlier, better understanding of PSRC’s processes and approaches. PSRC’s website was used to solicit public comment. There were no corrective actions identified during the review.

Jeremy Borrego, FTA and Sharleen Bakeman, FHWA shared further details of the what the certification review entailed. Mr. Borrego and Ms. Bakeman shared commendations on PSRC’s work.
WSDOT WORKSHOP

Ms. McGourty shared that members of the board were invited to remain for a WSDOT workshop on the I-5 Near-Term Action Agenda. This is part of the I-5 System Partnership work that Robin Mayhew, WSDOT, briefed the board on in September.

ADJOURN

The meeting adjourned at 10:22 a.m.
TPB MEMBERS & ALTERNATES PRESENT

Rob Berman, Seattle Metropolitan Chamber of Commerce
Russ Blount, Regional Project Evaluation Committee
Sally Clark, University of Washington
Councilmember John Clauson, Local Transit–Kitsap County
Doug DeForest, Thurston Regional Planning Council
Deputy Mayor Davina Duerr, Other Cities & Towns in King County (Alt.)
Dan Gatchet, Freight Mobility Strategic Investment Board
Jesse Hamashima, Regional Staff Committee
Dezerae Hayes, Muckleshoot Indian Tribe – (via remote)
Councilmember Rob Johnson, City of Seattle, Chair
Councilmember Kate Kruller, Other Cities & Towns in King County
Mayor Ron Lucas, Other Cities & Towns in Pierce County – (via remote)
Councilmember Ryan Mello, Local Transit – Pierce County
Councilmember Debora Nelson, Other Cities & Towns in Snohomish County – (via remote)
Councilmember Mike O’Brien, City of Seattle
Mayor Mary Lou Pauly, Other Cities & Towns in King County (Alt.)
Dave Ramsay, WA State Transportation Improvement Board
Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency
Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
Assistant Secretary Patty Rubstello, WSDOT
Councilmember Terry Ryan, Local Transit – Snohomish County
Councilmember Matthew Tirman, Other Cities & Towns in Kitsap County – (via remote)
Councilmember Mike Todd, Local Transit – Snohomish County (Alt.)
Councilmember Stephanie Wright, Snohomish County – (via remote)
John Wynands, WSDOT (Alt.)

TPB MEMBERS ABSENT (*alternate present)

*Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
Councilmember Claudia Balducci, King County
Commissioner Shiv Batra, WA State Transportation Commission
Councilmember Chris Beale, City of Tacoma
*Don Cairns, Regional Project Evaluation Committee
Commissioner Ryan Calkins, Ports
Jennifer Cook, AAA Washington
*John Daniels, Jr., Muckleshoot Indian Tribe
*Mayor Becky Erickson, Local Transit – Kitsap County, Vice Chair
*Anne Eskridge, University of Washington
Senator Joe Fain, Senate Transportation Committee
TPB MEMBERS ABSENT (*alternate present) continued

Commissioner Robert Gelder, Kitsap County
Councilmember Kevin Gorman, Metropolitan Center–Bremerton
Representative Mia Gregerson, House Transportation Committee
Senator Steve Hobbs, Senate Transportation Committee
Jefferson Ketchel, Snohomish Health District
Councilmember Kathy Lambert, King County
Councilmember Joe McDermott, Local Transit–King County
Dan McKisson, ILWU Local 19
Kelsey Mesher, Transportation Choices Coalition
*Secretary Roger Millar, WSDOT
Councilmember Jay Mills, The Suquamish Tribe
Commissioner Helen Price Johnson, Island County
*Mayor Dana Ralph, Other Cities & Towns in King County
Councilmember Doug Richardson, Pierce County
Andrew Strobel, Puyallup Tribe of Indians
*Mayor Amy Walen, Other Cities & Towns in King County

GUESTS and PSRC STAFF PRESENT -
(As determined by signatures on the Attendance Sheet and documentation by staff)

Sharleen Bakeman, FHWA
Jeremy Borrego, FTA
Ben Brackett, PSRC
Gil Cerise, PSRC
Tammi Chick, PSRC
April Delchamps, City of Kent
Carolyn Downs, PSRC
Lauren Foster, PRR
Linda Gehrke, FTA
Mark Gulbranson, PSRC
Sarah Gutschow, PSRC
Peter Heffernan, King County
Craig Helmann, PSRC
Kathryn Johnson, PSRC
Will Knedlik, Washington State Good Roads & Transportation Assn.
Dan Mathis, FHWA
Robin Mayhew, WSDOT
Kelly McGourty, PSRC
Casey Moreau, PSRC
Brian Parry, Sound Cities Association
Pavithra Parthasarathi, PSRC
Gary Simonson, PSRC
Jeff Storror, WSDOT
Ryan Thompto, PSRC
Alex Tsimerman, AlexforAmerica.com
Jude Willcher, Seattle DOT
Lacey Jane Wolfe, City of Bellevue
CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

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

IN BRIEF
Consistent with PSRC’s adopted plan review process, PSRC staff reviewed and recommends certification of the center subarea plan listed below.

RECOMMENDED ACTION
The Growth Management Policy Board and Transportation Policy Board should recommend that the Executive Board 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.¹ This

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.
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 has 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.
ACTION ITEM

November 1, 2018

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Authorizing 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.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board 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.
ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Approval of Regional Priority Rankings for WSDOT 2019-21 Consolidated Grant Competition

IN BRIEF

At its November 8 meeting, the Transportation Policy Board will review and take action on the Transportation Operators Committee (TOC) recommendation on regional priority rankings for the WSDOT 2019-21 Consolidated Grant competition funding special needs transportation projects.

ACTION

The Transportation Policy Board should recommend that the Executive Board 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 SNCTC recommendation. The TOC agreed with the SNCTC’s recommendation and is forwarding the recommended 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>
<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</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>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>
<td>4-yr</td>
<td>A</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>
<td>2-yr</td>
<td>A</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>
<td>4-yr</td>
<td>A</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>
<td>4-yr</td>
<td>A</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>
<td>4-yr</td>
<td>A</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>
<td>4-yr</td>
<td>A</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>
<td>4-yr</td>
<td>A</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>
<td>2-yr</td>
<td>B</td>
</tr>
<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>
<td>4-yr</td>
<td>B</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>
<td>4-yr</td>
<td>B</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>
<td>4-yr</td>
<td>B</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 Program. 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>
<td>2-yr</td>
<td>B</td>
</tr>
</tbody>
</table>

1 This factor was used in the additional considerations for developing a recommendation based on FTA Section 5310 eligibilities.
<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</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>$517,341</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.
DISCUSSION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: 2018 Transit Integration Report

IN BRIEF

At its November 8 meeting, the Transportation Policy Board will hear from PSRC staff regarding the release of the 2018 Transit Integration Report.

DISCUSSION

At the Executive Board’s direction, PSRC has prepared an annual report on transit integration since 2014.

The region has six main transit agencies: five local service providers (Community Transit, Everett Transit, King County Metro, Kitsap Transit, and Pierce Transit) and one regional transit authority (Sound Transit). Four additional organizations provide transit or ferry facilities or service: City of Seattle, King County Water Taxi, Pierce County, and Washington State Ferries.

Ensuring effective coordination and integration among and between transit agencies is essential in avoiding customer confusion and duplicative or conflicting services. The purpose of the Transit Integration Report is to increase awareness of ongoing transit coordination activities and opportunities in the region. The 2018 Transit Integration Report is the fifth report that PSRC has produced (previous year’s reports can be viewed online: https://www.psrc.org/our-work/transit-integration).

The Transit Integration Report also supports RCW 35.58.2796 reporting requirements for the Washington State Department of Transportation to submit an annual report documenting transit coordination efforts in the central Puget Sound. In the spirit of integration and reducing duplication, the 2018 Transit Integration Report will, with minor
changes, function as the annual report to the transportation committees of the Legislature, as required by this RCW.

The 2018 Transit Integration Report is available to view online https://www.psrc.org/sites/default/files/transit-integration-report-2018.pdf and printed copies will be provided to Board members at the November meeting.

The Transportation Policy Board will hear a presentation from PSRC staff on the 2018 Transit Integration Report and will be asked to provide feedback on the content for the 2019 report, as well as to identify potential integration opportunities in the year ahead.

For more information, contact Gil Cerise at (206) 971-3053, GCerise@psrc.org, or Maggie Moore at (206) 464-6171, MMoore@psrc.org.
To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Commute Trip Reduction Board's 2019-2023 Strategic Plan

IN BRIEF

At its November 8 meeting, the Transportation Policy Board will hear from WSDOT staff regarding the Washington State Commute Trip Reduction (CTR) Board’s 2019-2023 Strategic Plan and related implementation.

DISCUSSION

In July 2018, the Washington State CTR Board adopted its 2019-2023 Strategic Plan, *Expanding Travel Options: Faster, Smarter and More Affordable*. The plan was developed by the CTR Board, WSDOT and community stakeholders across the state. The plan is designed to build upon the state’s foundational TDM program – the Commute Trip Reduction program – and strengthen demand management more generally in transportation decision-making and investment strategies across the state. The plan also includes actions that call for changes to CTR rules that streamline program administration and provide flexibility in implementing the program statewide.

PSRC and its member agencies recognize the importance of CTR and transportation demand management in making the most efficient use of existing transportation infrastructure. PSRC includes a Transportation Demand Management Action Strategy as an appendix to the Regional Transportation Plan and convenes a Transportation Demand Management Advisory Committee to assist the region in implementing its work. In addition, PSRC and its members participate with WSDOT in advancing CTR and transportation demand management within the state.
The Transportation Policy Board will hear a presentation from WSDOT on the plan and the work that WSDOT and the CTR Board is undertaking to implement the strategies and actions found within the plan.

For more information, contact Gil Cerise at (206) 971-3053, GCerise@psrc.org.
### 2019 PSRC Transportation Policy Board Meetings

#### January

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>13</td>
<td>14</td>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
</tr>
<tr>
<td>20</td>
<td>21</td>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
</tr>
<tr>
<td>27</td>
<td>28</td>
<td>29</td>
<td>30</td>
<td>31</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### February

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
<td>22</td>
<td>23</td>
</tr>
<tr>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### March

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
<td>22</td>
<td>23</td>
</tr>
<tr>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
<td>29</td>
<td>30</td>
</tr>
</tbody>
</table>

#### April

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td>29</td>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### May

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>12</td>
<td>13</td>
<td>14</td>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
</tr>
<tr>
<td>19</td>
<td>20</td>
<td>21</td>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
</tr>
<tr>
<td>26</td>
<td>27</td>
<td>28</td>
<td>29</td>
<td>30</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### June

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
<td>15</td>
</tr>
<tr>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
<td>22</td>
</tr>
<tr>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
<td>29</td>
</tr>
<tr>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### July

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td>29</td>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### August

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
<td>15</td>
<td>16</td>
<td>17</td>
</tr>
<tr>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
<td>22</td>
<td>23</td>
<td>24</td>
</tr>
<tr>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
<td>29</td>
<td>30</td>
<td>31</td>
</tr>
</tbody>
</table>

No meeting in August

#### September

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td>29</td>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### October

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>13</td>
<td>14</td>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
</tr>
<tr>
<td>20</td>
<td>21</td>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
</tr>
<tr>
<td>27</td>
<td>28</td>
<td>29</td>
<td>30</td>
<td>31</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### November

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
<td>22</td>
<td>23</td>
</tr>
<tr>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
<td>29</td>
<td>30</td>
</tr>
</tbody>
</table>

#### December

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td>29</td>
<td>30</td>
<td>31</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Meetings are held at Puget Sound Regional Council, 1011 Western Avenue, 5th floor Boardroom, 9:30-11:30 am. As needed, the Transportation Policy Board and the Growth Management Policy Board meet in joint session to coordinate activities and make decisions/recommendations.

Meeting dates and times are subject to change. If a meeting is changed or cancelled, TPB members and alternates will be notified. Updated meeting dates are also listed on PSRC’s website at [www.psrc.org](http://www.psrc.org).
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.

###