

BIENNIAL BUDGET AND WORK PROGRAM

FISCAL YEARS 2008 – 2009 (JULY 2007 – JUNE 2009)

PUGET SOUND REGIONAL COUNCIL

Adopted April 5, 2007

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SUMMARY

What is the Regional Council?

The Puget Sound Regional Council is an association of cities, towns, counties, ports and state agencies that serves as a forum for developing policies and making decisions about regional growth management, economic and transportation issues in the four-county central Puget Sound region.

Under state and federal mandates and an Interlocal Agreement signed by all its members, the Regional Council conducts and supports numerous state and federal planning, compliance and certification programs which enable members and other jurisdictions and entities in the region to obtain state and federal funding.

The Regional Council is designated under federal law as the Metropolitan Planning Organization, and under state law as the Regional Transportation Planning Organization, for King, Kitsap, Pierce and Snohomish counties, and serves as the trustee of regional aspirations, maintaining and updating VISION 2020 as the region's adopted growth management and transportation strategy. This overall policy framework includes specific elements that support local and regional growth management and transportation objectives.

The Regional Council provides creative, pragmatic regional planning and research to address current issues, and to explore future needs and options that could benefit the region. It provides a solid base of technical competence for objective and innovative regional planning, in which the sum of regional and local expertise is greater than the individual parts.

As a regional planning agency, the Regional Council does not duplicate the activities of local and state operating agencies, but supports their needs with complementary planning and advocacy. The Council performs strategic analyses of trends, consequences and options related to major growth and transportation issues. It is a center for the collection, analysis and dissemination of information vital to business, citizens and governments in the region.

Mission

The mission of the Regional Council as established in the Interlocal Agreement is "...to preserve and enhance the quality of life in the central Puget Sound area." To achieve this mission, the Regional Council will:

- Prepare, adopt and maintain goals, policies, and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based on local comprehensive plans of jurisdictions within the region.
- Ensure that provisions of state and federal laws pertaining to regional transportation planning and regional growth management are implemented in the region.

Functions

The Regional Council's Interlocal Agreement establishes the organization's growth management, transportation, economic development, forum and technical assistance responsibilities, highlighting the following functions:

- Meet Metropolitan Planning Organization responsibilities for the four counties, including development and maintenance of a regional transportation plan, and programming federal transportation funds.
- Fulfill Regional Transportation Planning Organization requirements prescribed by state law for the four counties; ensure that regional transportation, land-use and economic development plans are integrated and that state, regional and local transportation plans are consistent.
- Maintain VISION 2020 as the adopted regional growth, transportation and economic strategy.

- Develop and maintain a regional database; forecast and monitor economic, demographic and travel conditions in the region as the foundation for local and regional planning.
- Provide technical assistance to local governments, the state and federal governments, and business and community organizations.
- Provide a forum to discuss emerging regional issues.

Other Agency Mandates

In addition to its own governing Interlocal Agreement, the Regional Council operates under numerous federal and state laws, including:

- The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- Amendments to the federal and state Clean Air Acts,
- The state Growth Management Act.
- Numerous state transportation statutes, including transportation demand management and commute trip reduction laws, and the High Capacity Transit Act.

As the designated Metropolitan Planning Organization for the four-county central Puget Sound region, the Regional Council meets these federal and state requirements so that the region is eligible to receive transportation funds from the state and federal government.

The Regional Council works to meet its mandates under these and other laws in a variety of ways. It has specifically established institutional relationships with member governments and other key regional decision-makers to help ensure these mandates are met and the region's goals are achieved.

For example, in addition to representation from members, the Council's Transportation Policy Board includes representatives from the Washington State Department of Transportation, transit operators, the Puget Sound Clean Air Agency, businesses, community groups and other organizations. The Growth Management Policy Board includes representatives from business/labor, environmental and community organizations.

The Council also utilizes a number of other advisory bodies, including a Regional Staff Committee composed of senior staff from local governments, state agencies, transit agencies, and ports, to provide ideas and valuable insights on ways to address important regional issues.

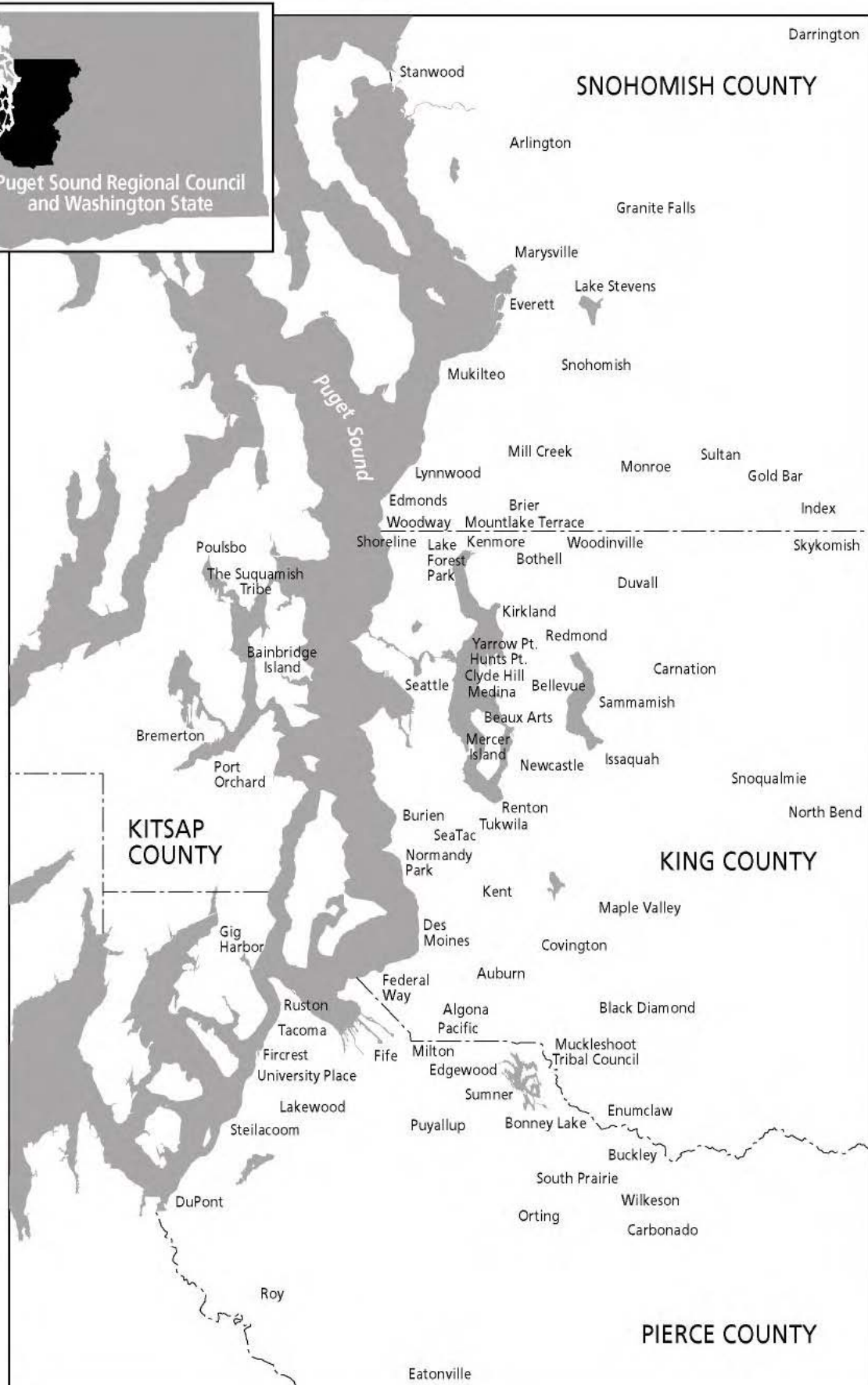
Other committees, involving member agency staff and representatives of business, environmental, citizen and other interests, research and resolve technical issues related to regional policy development, and review and recommend major transportation projects, including bicycle, pedestrian and other transportation enhancement projects, for funding.

The Council also engages in many outreach activities to inform and involve communities and residents of the region. These efforts include forums, surveys, workshops, conferences, open houses, and a large variety of reports, technical papers and other publications, including a monthly newsletter distributed to more than 15,000 individuals and organizations in the region. The Council also maintains a Web site (www.psrc.org) and distributes videotapes of meetings to community cable stations throughout the region.

Membership and its Benefits

The Regional Council membership includes the four counties of King, Kitsap, Pierce, and Snohomish and most of the cities they contain, and the Muckleshoot Tribe and Suquamish Tribe. Of the 83 cities in the region, 72 are members of the Regional Council. The jurisdictions of the region are shown in Figure 1 - Page 3. Statutory members of the Regional Council include the four port authorities of Everett, Seattle, Bremerton and Tacoma; the Washington State Department of Transportation; and the Washington State Transportation Commission. Associate members include the Puyallup Tribe of Indians, the Snoqualmie Tribe, and the Tulalip Tribes, Island County, Thurston Regional Planning Council and the Evans School of Public Affairs, University of Washington. In addition, a memorandum

Puget Sound Regional Council



of understanding with the region's six transit agencies outlines their participation in the Regional Council. Fifty percent of the county and city elected officials who serve on the Regional Council Executive Board must also serve on transit boards.

Benefits of Membership

- **A voice in key regional decisions** – Membership in the Regional Council provides opportunities for elected officials and staffs of member jurisdictions and agencies to work together and to resolve growth, transportation and economic issues that cross-jurisdictional boundaries. Every member is guaranteed a seat at the table and a voice in key regional decisions.
- **Distribution of federal transportation dollars** – Each year the Regional Council is responsible for distributing approximately \$160 million of federal transportation dollars to regions.
- **Economic Development** – The Economic Development District and the Puget Sound Regional Council joined forces in 2004 to better integrate the overall economic, growth and transportation planning effort for the region. In addition to benefiting the members, we are working closely with the federal Economic Development Administration and the public and private partners around the region to promote economic development.
- **Technical assistance to obtain federal and state funding** – Membership also provides access to information and technical assistance to obtain federal and state transportation funds. A large portion of the dues that members pay is used as matching funds for state and federal grants; more than four dollars are received in state and federal grants for every dollar of dues used as matching funds.
- **Education & training** – Members participate in a wide variety of workshops and other education and training opportunities to learn about important issues for local jurisdictions.
- **Data to meet special planning needs** – Membership also makes available a broad range of information and data to meet specific needs. This information includes employment, population and travel data necessary to meet the special requirements of the Growth Management Act and other laws, as well as day-to-day planning and other needs, and technical studies and policy analyses available through universities, private research and other sources, to meet special needs. This includes a large amount of data and information that a number of Regional Council members, especially smaller jurisdictions, might not have enough staff time or resources to acquire on their own. Members receive highest priority when requesting data or information.
- **Geographic Information Systems** – Many of the Regional Council databases are being integrated into map formats for use in Geographic Information System (GIS) software. These databases are accessible to members, along with GIS assistance and custom map products.
- **Free standard and secondary data products and working data sets** – These data are provided free to members, members also are not charged for custom requests that can be done in a short period of time, and a portion of the costs for members' larger requests are charged against a prorated portion of members' dues, while non-members pay the full costs of custom data requests.
- **Technical expertise** – Membership also provides access to an extensive range of technical expertise in areas such as transit and transportation planning, economics and economic development, growth management, demographics, and use of geographic information systems.

Organization and Decision-Making

The Puget Sound Regional Council is governed by a General Assembly and Executive Board. The Growth Management and Transportation Policy Boards and Operations Committee advise the Executive Board.

(See Appendix A, Puget Sound Regional Council Committee Structure, page A-1.) The following provides an overview of the Regional Council's organizational structure.

General Assembly

The General Assembly is composed of all member jurisdictions and agencies. At Assembly meetings, all elected officials from the executive and legislative branches of member cities, towns, counties, and ports, and representatives from the state agencies are eligible to attend and vote on behalf of their members. Votes are allocated proportionally as specified in the Interlocal Agreement signed by all members. The Assembly meets at least annually to review and vote on key Executive Board recommendations such as those concerning the budget and work program and growth and transportation plans and amendments. The General Assembly also elects the president and vice president of the Regional Council.

Executive Board

Members of the Executive Board are appointed by their General Assembly constituents to represent the member governments. The Board is chaired by the Regional Council president, meets monthly, and carries out delegated powers and responsibilities between meetings of the General Assembly.

Operations Committee

The Operations Committee is composed of Executive Board members and is chaired by the Regional Council's vice president. The committee reviews and makes recommendations to the Executive Board on the budget and work program, and on contracts and other financial and personnel issues.

Policy Boards

The Interlocal Agreement provides for two key policy boards to advise the Executive Board – a Transportation Policy Board and a Growth Management Policy Board. The Transportation Policy Board also is required under the Regional Council's responsibilities as the Regional Transportation Planning Organization for the central Puget Sound region. Both boards include representatives of the Regional Council's member jurisdictions and other appropriate representatives of regional business, labor, civic and environmental groups.

Economic Development District

Through the signed Memorandum of Agreement with the Central Puget Sound Economic Development District, the PSRC provides contract services to support District Board activities and work program.

FISCAL Year 2006-2007 Accomplishments (July 1, 2005-June 30, 2007)

Overview

The Puget Sound Regional Council's work during 2006-2007 focused on achieving regional planning goals for transportation, economic development and growth management. Major initiatives included implementing the Regional Economic Strategy, expanding the Prosperity Partnership, updating the region's VISION 2020 growth strategy, and distributing regional transportation funding to priority projects. PSRC also continued to provide vital data, technical services and planning assistance to its members.

PSRC's activities during FY 2006-2007 continued to fulfill the major functions noted in the long-range timeline (Puget Sound Regional Council Programs, FY 2002-2013, page 14), which gives a view of the agency's work through 2013. The timeline illustrates which major functions of PSRC are ongoing and when key future activities will occur, such as the next adoption of updates to Destination 2030, VISION 2020, and Prosperity Partnership.

The following sections highlight PSRC's major accomplishments in its three program areas: Regional Planning and Implementation, Regional Data Services, and Administrative Services.

Regional Growth, Transportation and Economic Development Planning

- **VISION 2020 Update:** PSRC made significant strides in updating VISION 2020, the region's long-range growth, economic and transportation vision. The agency published a draft environmental impact statement on four growth alternatives in May 2006. To encourage public involvement, the agency hosted a public event about the growth alternatives and conducted more than 85 outreach presentations. Based on public comments and technical analysis, the Growth Management Policy Board selected a preliminary preferred alternative in October 2006 and is scheduled to recommend revised multicounty planning policies early in 2007.
- **2007 Update of Destination 2030:** PSRC added new elements and policies to Destination 2030 that address special needs transportation, security, safety, congestion management, environmental mitigation, and commute trip reduction. This focused update of the plan ensures the region meets new federal requirements under SAFETEA-LU, and will lay the groundwork for the next major plan update in 2010.
- **Traffic Choices Study:** In 2006, PSRC completed its pioneering study of road pricing and its effects on the way people travel. A final report is scheduled to be complete in early 2007. A Pricing Conference in spring 2007 will examine the results of the study and the future of pricing in the region.
- **Action Strategy Update:** At the end of 2006, PSRC updated the Action Strategy to provide a snapshot of the region's progress in implementing Destination 2030 and recommend actions vital to improving transportation over the next 10 years.
- **BNSF Renton-Snohomish Corridor Preservation Study:** In partnership with the Washington State Department of Transportation, PSRC completed a study of the Burlington Northern

Santa Fe Railway Company's rail corridor from downtown Renton to the city of Snohomish, examining current and potential future transportation uses for the corridor.

- **Aviation Planning:** PSRC completed a regional airport ground access plan and a regional air cargo strategy. Work also continued to implement Resolution A-96-02 action steps to reduce the noise impacts of Sea-Tac Airport on local communities.
- **Freight Planning:** Staff continued to support the work of the Regional Freight Mobility Roundtable and coordinate freight planning with the Washington State Department of Transportation.
- **Congestion Management Process and Highway Monitoring:** PSRC worked with technical staff of local jurisdictions, transit agencies, citizen groups and WSDOT to implement the Congestion Management Process. This work included identifying congested corridors for CMP reporting, collecting data on a variety of performance measures, identifying causes of congestion, and working with stakeholders to identify and evaluate congestion management strategies.
- **Intelligent Transportation Systems coordination:** The region's ITS Architecture was updated in 2006 to include an inventory of ITS projects in the region and to address security and freight issues.
- **Air Quality:** The agency performed conformity analyses for the Transportation Improvement Program and Destination 2030 amendments, and launched a new air quality section on the PSRC website.
- **Environmental Justice:** The agency continued to collect and analyze data and information relevant to PSRC's environmental justice responsibilities, and completed environmental justice documentation associated with the update of VISION 2020.
- **Policy and Plan Review:** PSRC continued to review local, countywide and transit agency plans and policies for consistency with VISION 2020 and Destination 2030.

Transportation Improvement Program:

The Puget Sound Regional Council is responsible for developing a regional Transportation Improvement Program to ensure transportation projects meet air quality requirements and are consistent with the region's transportation plan. Major activities included:

- **2005 Air Quality Amendment:** In September 2005, the agency approved the Air Quality Amendment to the Regional TIP.
- **Maintaining the 2005-2007 Transportation Improvement Program:** The agency maintained the current TIP including monthly amendments to add projects.
- **Approving the 2007-2010 Transportation Improvement Program:** In October 2006, PSRC approved the latest regional TIP, including 122 transportation projects recommended to receive \$502.4 million in PSRC funding as well as an additional number of projects receiving funds from other sources. The project selection process included new criteria to support the Regional Economic Strategy.

Economic Development

The Economic Development District and the Puget Sound Regional Council were successful in focusing regional attention on economic development through the Prosperity Partnership. Major milestones included:

- Adopting a Regional Economic Strategy and 18 First Year Action Items in September 2005. Of those action items, 16 were completed by the following year.
- Growing the Prosperity Partnership to include more than 200 organizations
- Strengthening ties statewide with a tour to eastern Washington in summer 2005, and strengthening national ties by hosting port officials from Kansas City, and transportation officials from the CREATE freight improvement project in Chicago.
- Hosting the second annual Prosperity Partnership luncheon attended by more than 1,200 people in November 2006.
- Publishing the first-ever *Puget Sound Regional Competitiveness Indicators* report
- Adopting a list of 2007 Action Items.
- Developing a higher education proposal for the 2007 legislative session calling for increasing the production of homegrown bachelor's degrees in high demand fields
- Receiving a clean technology grant from the Washington State Department of Community, Trade and Economic Development that will be used to further the Washington Clean Technology Alliance.

Technical and Data Services

Regional Data Development and Analysis

The Puget Sound Regional Council continued to collect and analyze data to support the updates of Destination 2030, VISION 2020, Regional Economic Strategy, and other planning activities, and to meet the data needs of member jurisdictions. Data products and activities included:

- **Housing, Demographic and Economic Data:** Annual estimates of residential building permits, population and households, and employment in the four-county region.
- **Parking Inventory:** A survey of all off-street parking in the central business districts and ferry terminals.
- **Puget Sound Trends:** Monthly briefs on data trends in the Regional VIEW newsletter and on the website.
- **Forecasts:** Long-range regional and small area-forecasts of population and employment for 2010, 2020, 2030, and 2040.
- **Household travel survey:** Survey of 4,600 households in the central Puget Sound region about how and why they travel. Final analysis is expected in spring 2007.
- **Geographic Information Systems:** GIS staff continued to provide technical assistance and distribution of GIS products to agency staff, members, and other customers. PSRC also supported the Puget Sound LIDAR Consortium and distribution of high-resolution topographic data.
- **Travel Demand Modeling and Forecasting:** Travel demand modeling and forecasting continued to provide information to support regional transportation, economic and growth planning and meet the needs of members. PSRC began using a new travel demand model in September 2004. During FY 2006-2007, staff used the model to support updates to VISION 2020 and Destination 2030. After extensive testing and calibration, the official "Version 1.0" was released in January 2007. On-going work included keeping the model current with the latest

land use and transportation planning assumptions, and responding to requests for forecasts from members and the public.

- **UrbanSim:** Through the Center for Urban Simulation and Policy Analysis (CUSPA), PSRC and the University of Washington continued development of a new, highly detailed land use model called UrbanSim. Work during 2006-2007 included planning for future refinements and enhancements of the model. In addition to maintaining and operating the UrbanSim model, PSRC staff also participated in new research activities through CUSPA.
- **Traffic Simulation:** PSRC staff worked with WSDOT at the University of Washington to establish a traffic simulation center to further the practice of traffic simulation modeling in the region.

Administrative Services

- **Certification and State Audits:** PSRC received a positive Federal Certification Report from FHWA and FTA with no corrective actions in 2006. The State Auditor also issued clean audits in 2005 and 2006, praising the agency for its strong oversight of operations and accurate financial reporting.
- **Cooperation and coordination with other public agencies:** PSRC coordinated transportation, economic development and growth management activities with Sound Transit, local transit agencies, local jurisdictions, tribes, the Washington State Department of Transportation, the Regional Transportation Improvement District, and the state Legislature. At the request of the Chairman of the House Transportation Committee, PSRC convened a Regional Transportation Leadership Group to develop recommendations on regional transportation for the 2006 Legislature.
- **Outreach to local governments and state legislators:** PSRC conducted a workshop for newly elected officials in December 2005 focusing on regional issues and how local officials can get involved in regional decision-making. PSRC's executive director co-chaired the Transportation Partnership and co-hosted the regional leadership conference in Vancouver B.C. The agency also provided information to the Regional Transportation Commission, which is evaluating transportation governance and financing in the central Puget Sound region.
- **Title VI:** The Council evaluated Title VI activities throughout the agency, and provided an annual report on Title VI compliance to the Washington State Department of Transportation.
- **VISION 2020 Awards Program:** The agency conducted its annual awards program honoring innovative projects, programs and plan that help achieve the region's growth, economic and transportation strategy.
- **Communications and Public Involvement:** PSRC was successful in increasing regional awareness of economic development, transportation and land use planning. During 2006, more than 244 newspaper articles cited the agency's work, a 60 percent increase in media coverage compared to the previous year. The agency developed a draft communications platform designed to clearly communicate the work of PSRC and why it matters to the region. The new communications platform was used to revise existing communications materials and to redesign the PSRC website.

FISCAL Year 2008-2009 PROGRAM HIGHLIGHTS

Overview for Unified Planning Work Program

The Puget Sound Regional Council's work in Fiscal Years 2008-2009 will build on and enhance efforts carried forward from FY 2007. The agency will focus on meeting mandates, implementing regional plans for transportation, economic development and growth management, and continuing to provide essential services to members. The following sections briefly describe major activities to be undertaken in FY 2008-2009.

Regional Growth, Transportation and Economic Development Planning

- **VISION 2020 Update:** PSRC will complete work on the updated VISION 2020 growth strategy, including publishing an environmental impact statement on the preferred growth alternative and a draft VISION document, and conducting extensive public outreach. The agency will then publish a final environmental impact statement. The General Assembly will take final action to adopt the updated VISION in spring 2008.
- **Destination 2030:** PSRC will begin a major plan update of Destination 2030 for adoption in 2010. Activities will include conducting extensive public outreach, developing a project prioritization framework using least cost planning analysis, and updating project information and financial projections for the plan.
- **Regional Passenger-Only Ferry Study:** The study will provide a policy and market analysis that will help develop a passenger-only ferry strategy for the region.
- **Aviation Planning:** Activities will include planning for airport ground access and regional air cargo, cooperative efforts with the WSDOT in planning for long-range airport capacity, and supporting airport compatible land use. The agency will continue to implement Resolution A-96-02 action steps to reduce the noise impacts of Sea-Tac Airport on local communities.
- **Freight Planning:** The agency will develop an integrated regional freight-planning program focusing on global gateways, regional economies, and local deliveries. The program will continue to draw on the expertise of the Regional Freight Mobility Roundtable and the FAST Corridor partnership.
- **Congestion Management Process (CMP):** Activities will include data collection and development of a Congestion Management Process methodology. CMP data will be collected and analyzed for all projects incorporated in the 2010 update of Destination 2030.
- **Commute Trip Reduction Plan:** PSRC will develop a regional Commute Trip Reduction plan, including goals, measurement methodology, regional strategies, and a financial plan.
- **Safety Baseline Report:** As part of the agency's work to support the state's Target Zero safety plan, a safety panel will be formed to review regional safety data and develop a Safety Baseline Report.
- **Active Traffic Management Case Study:** PSRC will partner with WSDOT and FHWA to conduct a feasibility analysis in the central Puget Sound region to evaluate the effectiveness of

European-style Active Traffic Management (ATM) techniques to determine if they can and should be incorporated into regional corridor projects.

- **Transit Planning and Coordination:** PSRC will continue to coordinate the Job Access Reverse Commute program for the region, including updating the Coordinated Transit-Human Services Plan. PSRC will also select projects to receive federal funding via the Job Access Reverse Commute and New Freedom programs in 2008.
- **Transit Operations Program:** This program is intended to provide information to optimize transit service during the most congested periods and in the most congested corridors. PSRC will analyze all aspects of transit travel and how it integrates with other transportation facilities and investments.
- **Regional Bicycle and Pedestrian Planning:** Work will include developing guidelines for local jurisdictions to use when developing the bicycle and pedestrian component of their comprehensive plans, which is now required by the Growth Management Act. PSRC will also update information on the bicycle and pedestrian network as part of the 2010 update to Destination 2030.
- **Policy and Plan Review:** PSRC will continue to review local plans, countywide planning policies, transit agency plans, and regional center plans for consistency with VISION 2020 and Destination 2030.

Transportation Improvement Program

PSRC is responsible for developing a regional Transportation Improvement Program to ensure transportation projects meet air quality requirements and are consistent with the region's transportation plan. Major activities during FY 2008-2009 will include:

- Maintaining the 2007-2010 Regional TIP, including monthly amendments to add projects to the TIP
- Issuing a call for projects for the statewide transportation enhancements program
- Preparing the 2007 and 2008 Air Quality Amendments
- Developing the 2010-2013 Regional TIP
- Maintaining and enhancing the project-tracking system to monitor progress of projects funded with PSRC's federal funds
- Maintaining and improving the Regional TIP database

Economic Development

The Economic Development District and the Puget Sound Regional Council will continue to work with the federal Economic Development Administration (EDA) and partners around the region to promote economic development. Activities will include:

- **Regional Economic Strategy:** The agency will continue work with Prosperity Partnership members and others to implement the Regional Economic Strategy. Staff will collect data and perform economic analysis to monitor progress of the strategy, and will continue to update partners and the public on progress.

- **Regional Economic Development Coordination:** Staff will continue to provide technical assistance to member jurisdictions related to grant applications and other economic development needs, and co-sponsor the 2007 and 2008 Leadership Conferences with the Greater Seattle Chamber of Commerce.
- **Public Works Program:** The EDD board will recommend regional EDA economic development priorities from projects submitted by public agencies and nonprofit organizations in the region.

Regional Data Development and Analysis

PSRC will continue to carry out data collection and analysis to support regional planning activities and to meet the data needs of member jurisdictions. Data products and activities will include:

- Annual estimates of residential building permits, population and households, and employment in the four-county region
- Survey of parking inventory in central business districts and ferry terminals
- Traffic counts on the metropolitan transportation system
- New 2040 forecasts of population and employment
- Updates to 2040 regional land use forecasts as needed
- Study of affordable housing issues
- Transit database and analysis of transit usage

Geographic Information Systems

GIS staff will continue to update GIS technology to help PSRC staff efficiently share geographic data. Activities will include:

- Technical assistance and distribution of GIS projects to agency staff, members, and other customers
- GIS support of regional planning efforts, including the update of VISION 2020, Destination 2030, the Prosperity Partnership, Transportation Improvement Program, and the UrbanSim land use model
- Support of Puget Sound LIDAR Consortium and distribution of LIDAR and other high resolution topographic data

Modeling and Forecasting

Travel demand modeling and forecasting will continue to provide information to support local and regional planning needs. New tools will be developed to help analyze the effects of future growth, transportation investments, congestion pricing and new forms of transit. On-going work will include keeping the model current with the latest land use and transportation planning assumptions, and responding to requests for forecasts from members and the public. PSRC will also maintain an in-house UrbanSim land use model consistent with the current release of UrbanSim by the Center for Urban Simulation and Policy Analysis at the University of Washington.

Administrative Services

- **Information Center:** The PSRC Information Center will continue to ensure ready access to agency information by answering reference questions, distributing agency publications in print and via the website, and responding to public disclosure requests.
- **Cooperation and coordination with other public agencies:** PSRC will coordinate planning activities with Sound Transit, local transit agencies, local jurisdictions, tribes, the Washington

State Department of Transportation, the Regional Transportation Improvement District, and the state Legislature.

- **Outreach to local governments and state legislators:** PSRC will conduct a workshop for newly elected officials in December 2007 focusing on regional issues and how local officials can get involved in regional decision-making. The agency will also seek other ways to engage local governments, business and community organizations, and state legislators.
- **Title VI:** Title VI activities will be evaluated and enhanced throughout the agency, including providing an annual report on Title VI compliance to the Washington State Department of Transportation.
- **VISION 2020 Awards Program:** The annual awards program will honor innovative projects, programs and plans that help achieve the region's growth, economic and transportation strategy.
- **Communications and Public Involvement:** The Council will carry out its communications and public outreach strategy, continuing to evaluate and seek ways to improve communication and outreach to encourage public involvement in regional decision-making using the website, mailings, television, and other methods. The agency will focus on providing services, data and information to meet the needs of member jurisdictions and completing tasks necessary under the agency's state and federal mandates.

BUDGET OVERVIEW

Puget Sound Regional Council Programs: FY 2002 - 2013

FUNCTIONS	JULY 2001	JULY 2003	JULY 2005	JULY 2007	JULY 2009	JULY 2011	JULY 2013
	FY 2002 - FY 2003	FY 2004 - FY 2005	FY 2006 - FY 2007	FY 2008 - FY 2009	FY 2010 - FY 2011	FY 2012 - FY 2013	
REGIONAL GROWTH, TRANSPORTATION AND ECONOMIC PLANNING							
• Regional Growth and Transportation Strategies							
- VISION 2020 (Environmental Assessment and Public Review Process)		●		● ●			●
- Strategy Refinement (Growth, Transportation, and Economic)		●	●				
- Monitoring	●				●	●	●
- Destination 2030		●		●	●	●	●
- Metropolitan Transportation System (MTS) Refinement							
- Transportation Action Strategy	●		●	●	●	●	●
- Plan and Policy Review							
- SEPA and EIS Review							
• Transportation Improvement Program	● ●	● ●	● ●	● ●	● ●	● ●	● ●
• Reg. Economic Strategy/Implementation Monitoring			●		●	●	
• Comprehensive Economic Development Strategy (CEDS)	● ●	● ●	● ●	● ●	● ●	● ●	● ●
• Regional Economic Development Planning							
DATA SYSTEMS AND ANALYSIS							
• Regional Data							
- Housing, Demographic and Economic Data							
- Transportation, Travel and System Performance Data							
- Transportation Surveys	●		●				●
• Forecasts and Modeling							
- Urban Activity and Travel Demand Modeling							
- Model Improvement Program		●	●	●	●	●	●
• GIS	●	● ● ●	● ●	● ●	● ●	● ●	● ●
ADMINISTRATIVE SERVICES							
• Support Boards, Communications and Operations							

PRODUCTS: ● Final

ACTIVITY: ■ On-Going

NOTE: FY = July 1 to June 30

BUDGET OVERVIEW

Introduction

The Regional Council budget is a two-year budget and work program running from July 1, 2007 through June 30, 2009. The biennial budget includes the option for adjustment after the first year with a supplemental budget or a simple budget amendment.

As noted in the previous “Program Highlights,” the work elements are divided into three program areas for FY 2006-2007: Regional Transportation, Growth and Economic Planning; Technical and Data Services; and Administrative Services. The next budget and work program section presents more specifics on work elements by the program areas, to better reflect the ongoing effort of the Regional Council to continue to build cross-departmental teams that more effectively perform the work required of the agency.

The original budget review process begins with the Operations Committee meeting in December to review and refine the budget and work program. The process will continue in January and February with reviews by the Growth Management and Transportation Policy Boards, Regional Staff Committee and other Regional Council staff committees, and analysis and input from the countywide planning organizations, member jurisdictions, and state and federal agencies, to help assure that the budget and work program contains items important and helpful to member jurisdictions. (See Appendix B, pages B-1 – B-4, for the budget process, key dates and membership dues.)

On Thursday, March 22, 2007, the Operations Committee will present the budget and work program to the Executive Board, and ultimately to the General Assembly for action on April __, 2007.

Nearly 80 percent of the funding for the Regional Council’s budget comes from federal grants, the exact amounts of which are not assured or able to be secured when the budget is prepared. Following General Assembly approval, the budget and work program is submitted to the funding agencies; major changes in revenues or programs resulting from the funding agencies review are proposed to the Executive Board by the Regional Council’s Executive Director.

Budget Strategy

The budget and work program supports regional objectives, local government priorities, mandates associated with the Regional Council’s designation as the Metropolitan Planning Organization and Regional Transportation Planning Organization for the region, and established state and federal emphasis areas, the state Growth Management Act, and the services provided to the Central Puget Sound Economic Development District. Figures 3 and 4 on pages 18 and 19 show a revenue and expenditure comparison between proposed FY 2008-2009, the amended Supplemental FY 2006-2007, and the adopted FY 2006-2007 budgets.

Table 1 on page 20 summarizes the revenue by funding source comparison for the proposed FY 2008-2009, the amended Supplemental FY 2006-2007, and the adopted FY 2006 - 2007 budgets. Of the different funding sources, the largest is the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) grant, shown on Page 20, Table 4. Funds from the FHWA/FTA are associated with the Metropolitan Planning Organization requirements of federal law. To remain eligible for these funds, the Regional Council is required to:

- Review the Destination 2030 (Metropolitan Transportation Plan) for conformance with federal requirements and revise it, if necessary;
- Develop, in all four counties now included in the designated Metropolitan Area Boundary (rural and urbanized areas), a transportation project selection process and analyze the operations of the current and future transportation systems; and
- Ensure that the Transportation Improvement Program meets new federal requirements.

These activities are supported by federal, state and local funds.

Of the \$21.1 million in total revenues for FY 2008-FY 2009, \$14.5 million is from federal and state grants, \$2.0 million in grant funds carried over from previous fiscal years, and \$4.5 million in local funds. The local funds include \$2.6 million in local dues, \$877,435 from transit agencies and \$802,000

from the Central Puget Sound Economic Development District. The distribution of the local membership dues and transit dues are shown in Table 5, Local Dues/Transit Dues Allocation Comparison, page 22.

Of the \$3.5 million in local funds for FY 2008-FY 2009, \$2.5 million is used as leverage to receive \$14.5 million in federal/state funds. The remaining local dues are allocated to Transportation, Growth and Economic Planning and Monitoring, Technical and Data Services and Administrative Services.

Draft Budget Assumptions for FY 2008-2009

Revenue Assumptions

- ❑ RTPO and MPO funds are best estimates from WSDOT.
- ❑ Assume 5% in all dues increase (subject to discussion) per year after 2007 for PSRC, CPSEDD and transit
- ❑ Assume \$1.14 million per year from FTA 5307 in FY08-09.
- ❑ Assume no STP funds in FY08-09.
- ❑ Assume increase in interest income from increased interest rates. (The current rate is 5% compared to 3.25% in August of 2005 and 2.25% in August of 2004.)
- ❑ The only project specific revenues identified to date are \$135,000 from FAA and \$25,000 from LiDAR. JARC and Value Pricing funds are yet to be determined.
- ❑ Carryforward estimate of \$2.0 million reflects actual expenditures in FY 2006 as well as projected expenditures for FY2007.

Expense Assumptions

- ❑ All current staff positions will remain with the exception of one less limited term position in Growth Management and an additional program manager for the Data team in FY2008.
- ❑ This scenario holds staffing steady and balances the revenues to the expenditures by first identifying and removing all consultant and direct expenditures related to non-continuing projects. As this was not sufficient to balance the budget additional cuts were necessary.
- ❑ Indirect costs will be held to the lower of last year's budget or actual unless increases beyond our control can be identified, for example rent increases. Other known increases to indirect costs result from rising medical, dental rates, increased insurance needs and increased depreciation as a result of improvements to our accounting system, our phone system, our computer hardware and software, and the boardroom (chairs).
- ❑ Non-continuing projects are projects for which no new revenues have been identified. At this time no additional revenues have been identified for JARC, Baby Boomer, Active Living, Rural Town Centers, BNSF, Household Survey, Vision 2020 EIS (help from WSDOT), Concurrency, Fast Corridor, and Pricing.
- ❑ The amounts budgeted for Summit revenues and Prosperity tour revenues are equal to current budgeted amounts.
- ❑ The PSRC will provide approximately \$486,000 of local carryforward as well as \$300,000 of PSRC local dues to the benefit of the CPSEDD.
- ❑ This budget assumes the use of financing for equipment purchases.
- ❑ This budget assumes a 5% merit pool in FY2008 and 4% in FY2009.
- ❑ This budget assumes annual increases in benefits: 1.25% DRS, 7% dental, 15% medical.
- ❑ This budget reduces the amount of contingency funds from \$350,000 to \$300,000.

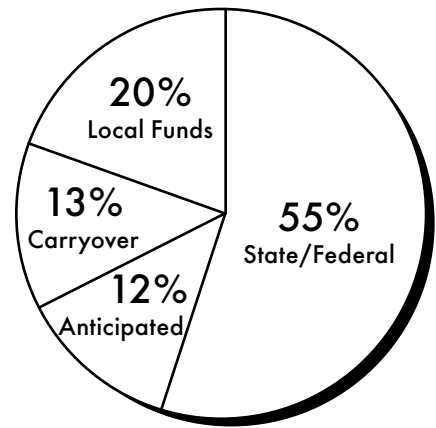
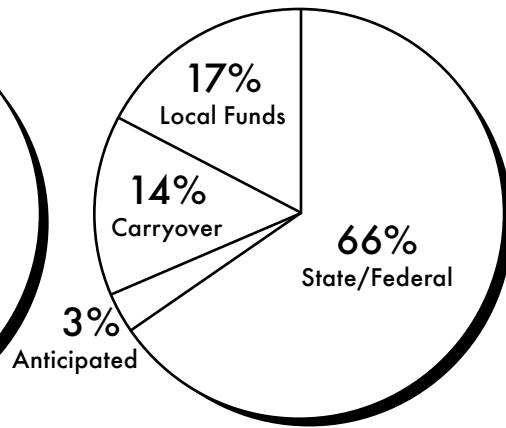
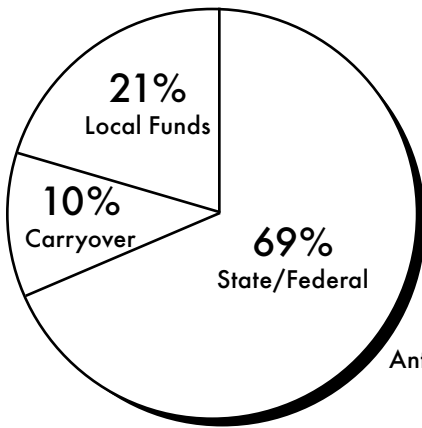
PROPOSED BUDGET FY 2008 - FY 2009

FIGURE 3 - Revenue Comparison

Proposed Budget
FY 2008 - 2009
\$21.1 Million

September Amended
Supplemental Budget
FY 2006 - 2007
\$25.2 Million

Adopted Budget
FY 2006 - 2007
\$20.1 Million

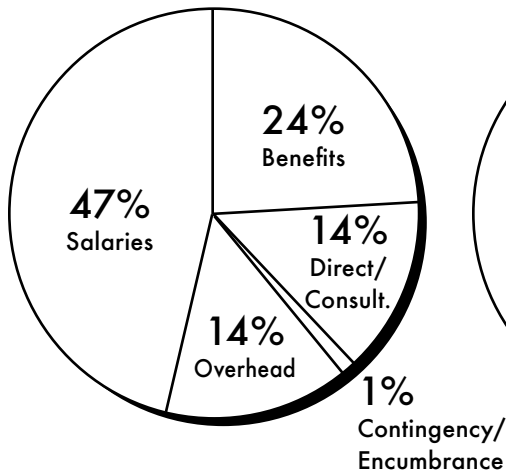


	Proposed Budget FY 2008 - 2009	September Amended Supplemental Budget FY 2006 - 2007	Supplemental Adopted Budget FY 2006 - 2007	DIFFERENCE BETWEEN Proposed Budget FY 2008 - 2009 AND September Amended Supplemental Budget FY 2006 - 2007
State/Federal	\$14,482,078	\$16,646,210	\$11,259,808	-\$2,164,132
Local Funds	\$4,485,415	\$4,226,269	\$3,973,955	\$259,146
Carryover	\$2,034,000	\$3,587,090	\$2,546,950	-\$1,553,090
State/Federal Anticipated	\$75,000	\$765,000	\$2,395,000	-\$690,000
TOTAL	\$21,076,493	\$25,224,569	\$20,175,713	-\$4,148,076

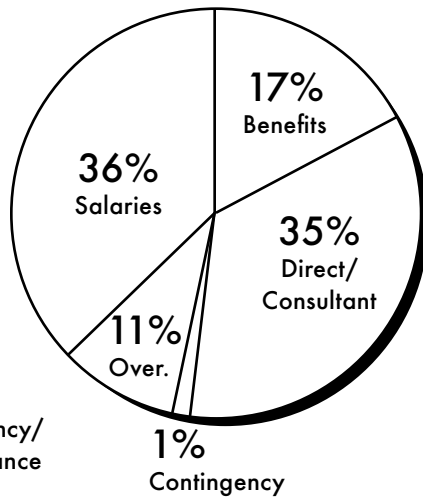
PROPOSED BUDGET FY 2008 - FY 2009

FIGURE 4 - Expenditure Comparison

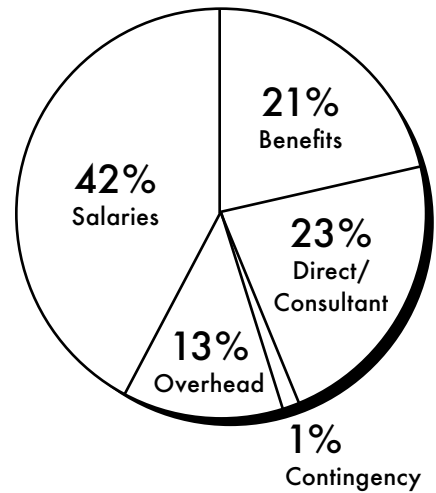
Proposed Budget
FY 2008 - 2009
\$21.1 Million



September Amended
Supplemental Budget
FY 2006 - 2007
\$25.2 Million



Adopted Budget
FY 2006 - 2007
\$20.1 Million



DIFFERENCE BETWEEN
Proposed Budget
FY 2008 - 2009
AND
September Amended
Supplemental Budget
FY 2006 - 2007

	Proposed Budget FY 2008 - 2009	September Amended Supplemental Budget FY 2006 - 2007	Supplemental Adopted Budget FY 2006 - 2007	September Amended Supplemental Budget FY 2006 - 2007
Salaries	\$9,873,072	\$8,694,810	\$8,484,214	\$908,232
Benefits	\$5,049,571	\$4,248,351	\$4,238,713	\$801,220
Overhead	\$3,017,374	\$2,799,978	\$2,644,900	\$217,396
Direct/Consult.	\$2,836,477	\$8,676,756	\$4,607,886	-\$5,840,279
Encumbrance	0	\$184,644	0	-\$184,644
Contingency	\$300,000	\$350,000	\$200,000	-\$50,000
TOTAL	\$21,076,493	\$25,224,569	\$20,175,713	-\$4,148,076

Table 1 - Revenue Comparison Summary

DRAFT FY 2008-2009 Budget	Projected Budget FY2008-2009	September Amended Budget FY 2006-2007	Difference projected FY08-09 and FY 2006-2007
Basic Funding			
State/Federal	14,482,078	16,646,210	-2,164,132
Local Funds, EDD and Service Income	4,485,415	4,226,269	259,146
Carryover	2,034,000	3,587,090	-1,553,090
State/Federal/Local Anticipated	75,000	765,000	-690,000
Total	21,076,493	25,224,569	-4,148,076

Table 2 - Expenditure Comparison Summary

DRAFT FY 2008-2009 Budget	Projected Budget FY2008-2009	September Amended Budget FY 2006-2007	Difference projected FY08-09 and FY 2006-2007
Basic Funding			
Salaries (a), (b)	9,873,072	8,964,840	908,232
Benefits (c)	5,049,571	4,248,351	801,220
Overhead	3,017,374	2,799,978	217,396
s+b+oh	17,940,016	16,013,169	1,926,847
Direct	1,238,977	1,829,946	-590,969
Consultant	1,597,500	6,846,810	-5,249,310
Encumbrance	0	184,644	-184,644
Contingency	300,000	350,000	-50,000
Total	21,076,493	25,224,569	-4,148,076

Table 3 - Staffing Comparison by Function

DRAFT FY 2008-2009 Budget	Projected Budget FY2008-2009	September Amended Budget FY 2006-2007	Difference projected FY08-09 and FY 2006-2007
Regional Planning & Economic Development	30.86	31.40	-0.54
Technical And Data Services	18.88	18.18	0.69
Administrative Services	20.87	20.18	0.68
Total	70.61	69.76	0.85

Table 2

- (a) Includes all agency staff salaries for the two year period.
 (b) The projection assumes 5% per year merit pool for FY2008 and 4% merit pool for FY2009.
 (c) Benefits include vacation, sick leave, holiday, retirement medical, dental, short and long term disability, life, a deferred compensation plan, etc.

Table 4 - Revenue Comparison by Source

DRAFT FY 2008-2009 Budget

	Projected Budget FY2008-2009	September Amended Budget FY 2006-2007	Difference projected FY08-09 and FY 2006-2007
Basic Funding			
Grant and Local Revenue			
Regional Transportation Planning Org	1,290,000	1,290,134	-134
Federal Transit Administration (MPO) and	2,625,351	1,975,621	649,730
Federal Highway Administration (MPO)	8,126,727	8,672,467	-545,740
Local Membership Dues ¹	2,605,863	2,421,243	184,620
Transit Agency Dues	877,435	815,271	62,164
Other Federal - STP	0	1,805,000	-1,805,000
Other Federal - FTA/5307 (TIP)	2,280,000	550,000	1,730,000
Service Income/Other	200,000	100,000	100,000
Grant and Local Revenue Subtotal	18,005,376	17,629,736	375,640
Project Specific Revenue			
Rural Centers Corridor Program	0	100,000	-100,000
Other Federal - FTA JARC	0	149,923	-149,923
Federal Aviation Administration	135,000	135,000	0
Federal Housing Authority	0	49,832	-49,832
USGS LiDAR	25,000	55,000	-30,000
WSDOT -H&LP - Active Living	0	20,000	-20,000
BNSF Study (STP)	0	470,000	-470,000
BNSF Other Local	0	90,000	-90,000
State Funding for Concurrency	0	150,000	-150,000
Fast Corridor Funds from WSDOT	0	150,000	-150,000
WSDOT Vision 2020 EIS	0	40,000	-40,000
WSDOT HH survey	0	400,000	-400,000
Transportation Leadership Group	0	10,000	-10,000
CTED grant Growth Planning	0	18,500	-18,500
WA State Archives Grant	0	4,733	-4,733
Other Federal - Pricing	0	600,000	-600,000
Project Specific Revenue Subtotal	160,000	2,442,988	-2,282,988
CPSEDD Revenue			
Central Puget Sound Econ Dev. Dist 3	507,117	504,755	2,362
Summit revenues	145,000	145,000	0
Prosperity Tour Revenues	150,000	150,000	0
CPSEDD Revenue Subtotal	802,117	799,755	2,362
Carryover Total	2,034,000	3,587,090	-1,553,090
Basic Funding Total	21,001,493	24,459,569	-3,458,076
Anticipated Funding			
Federal Aviation Administration	0	160,000	-160,000
EDA anticipated	0	200,000	-200,000
CTED grant for EDD anticipated	0	100,000	-100,000
Anticipated match CTED donations	0	225,000	-225,000
Contributions for V2020 paper insert	75,000	80,000	-5,000
Anticipated Funding Total	75,000	765,000	-690,000
Total	21,076,493	25,224,569	-4,148,076

¹ \$300,138 of PSRC local dues will go to support the Central Puget Sound Economic Development District (CPSEDD).

² Additional PSRC support of the CPSEDD will come from \$485,873 of PSRC local carryforward.

³ Revenues for the Central Puget Sound Economic Development District include \$205,000 EDA planning grant, \$232,117 EDD dues from

members, \$70,000 local contributions from donations. Dues will increase 5% per year after 2007

Table 5 - Distribution of Matching Funds

DRAFT FY 2008-2009 Budget

	Projected Budget FY2008-2009	September Amended Budget FY 2006-2007	Difference projected FY08-09 and FY 2006-2007
Basic Funding			
Basic Funding Match			
Federal Transit Administration combined	1,924,671	1,847,412	77,259
Other Federal - STP Rural Centers	0	15,607	-15,607
Other Federal - FTA/TIP	570,000	137,500	432,500
Other Federal STP	0	250,491	-250,491
Federal Aviation Administration	7,105	7,105	0
BNSF	0	59,252	-59,252
EDD	300,138	100,000	200,138
Other Federal FTA Job Access	0	79,923	-79,923
Pricing Grant	0	150,000	-150,000
Anticipated Funding Match			
Federal Transportation Funds	0	0	0
STP	0	0	0
Other Federal STP	0	0	0
Federal Aviation Administration	0	8,421	-8,421
Other Federal - FTA 5307	0	0	0
USDOT Wave Grants	0	0	0
Pricing Grant	0	0	0
Balance of Local Dues	690,061	580,803	109,258
Total	3,491,975	3,236,514	255,461

TABLE 6
FY2008-FY2009 EXPENDITURE ALLOCATION

Proj #	WORK ELEMENT NAME	SALARIES BENEFITS	OVERHEAD	DIRECT COST	CONSULTANTS	OTHER	FY2008-2009 TOTAL	September	Difference	FTEs
								Amended FY 2006-2007 Total	and FY 2006-2007	
REGIONAL GROWTH AND TRANSPORTATION PLANNING										
100	GROWTH MANAGEMENT AND PROGRAM DEVELOPMENT	355,465	186,382	114,000	0	0	655,847	557,454	98,393	1.67
101-103	MAINTENANCE AND IMPLEMENTATION VISION 2020	971,353	509,314	255,000	80,000	0	1,815,667	2,717,379	-901,712	4.44
	REGIONAL GROWTH PLANNING SUB-TOTAL	1,326,818	695,696	369,000	80,000	0	2,471,514	3,274,833	-803,319	6.11
REGIONAL TRANSPORTATION PLANNING AND MANAGEMENT										
200	REGIONAL TRANSPORTATION PLANNING AND MANAGEMENT	616,608	323,309	30,000	0	0	969,917	1,240,331	-270,414	2.26
201-239	REGIONAL TRANSPORTATION PLANNING	2,301,604	1,206,810	55,500	745,000	0	4,308,914	6,839,109	-2,530,195	13.14
	REGIONAL TRANSPORTATION PLANNING SUB-TOTAL	2,918,212	1,530,119	85,500	745,000	0	5,278,831	8,079,440	-2,800,609	15.40
240 - 260	TRANSPORTATION IMPROVEMENT PROGRAM	1,386,994	727,249	3,000	32,500	0	2,149,743	1,978,987	170,756	7.38
300	ECONOMIC DEVELOPMENT	745,327	390,800	332,000	120,000	0	1,588,128	1,804,755	-216,627	4.17
	REGIONAL GROWTH, TRANS. PLANNING AND ECONOMIC DEV.TOTAL	6,377,352	3,343,864	789,500	977,500	0	11,488,216	15,138,015	-3,649,799	33.06
DATA SYSTEMS AND ANALYSIS										
400	MANAGEMENT AND PROGRAM DEVELOPMENT	308,183	161,591	44,000	0	0	513,773	479,542	34,231	1.14
401	REGIONAL DATA DEVELOPMENT AND ANALYSIS	1,578,444	827,632	129,000	110,000	0	2,645,076	3,077,987	-432,911	8.33
402	GEOGRAPHIC INFORMATION SYSTEMS	979,808	513,747	62,800	40,000	0	1,596,356	1,588,998	7,358	5.37
403	TRAVEL DEMAND MODELING AND FORECASTING	919,280	482,010	64,000	185,000	0	1,650,290	1,267,173	383,117	4.03
	CENTER FOR URBAN SIMULATION AND ANALYSIS	0	0	0	0	0	0	446,941	-446,941	0.00
	TECHNICAL AND DATA SERVICES TOTAL	3,785,715	1,984,980	299,800	335,000	0	6,405,495	6,860,641	-455,146	18.88
ADMINISTRATIVE SERVICES										
500	COUNCIL SUPPORT	1,042,152	546,436	160,677	0	0	1,749,266	1,570,797	178,469	2.92
600	GOVERNMENT RELATIONS & COMMUNICATIONS	563,864	295,653	14,000	260,000	0	1,133,517	1,120,473	13,044	2.49
700	ENCUMBRANCE					0	0	184,644	-184,644	0.00
800	CONTINGENCY					300,000	300,000	350,000	-50,000	0.00
	ADMINISTRATIVE SERVICES TOTAL	1,606,016	842,089	174,677	260,000	300,000	3,182,783	3,225,914	-43,131	5.41
	PROPOSED GRAND TOTAL	11,769,083	6,170,933	1,263,977	1,572,500	300,000	21,076,493	25,224,570	-4,148,077	57.34

FTEs shown do not include 15.48 administrative positions

TABLE 7
FY 2008 & FY 2009 REVENUE ALLOCATION

PROJECT NAME	RTPO	RTPO/WTP	FHWA	FHWA Match 13.5%	FTA	FTA Local Match 20.0%	FTA 5307	FTA 5307 Match 20%	FTA JARC	JARC New Freedom	FTA JARC match 50%	FAA	FAA Local Match 5%
REGIONAL GROWTH & TRANSPORTATION PLANNING													
REGIONAL GROWTH PLANNING & MANAGEMENT	141,000		718,000	112,058	1,000,000	250,000		0					
REGIONAL TRANSPORTATION PLANNING & MANAGEMENT	398,302	750,698	1,800,204	280,957	625,351	156,338	562,650	140,663	0	0	0	135,000	7,105
TRANSPORTATION IMPROVEMENT PROGRAM			973,125	151,875	0	0	817,350	204,338					
ECONOMIC DEVELOPMENT				0		0		0					
REGIONAL GROWTH, TRANS. PLANNING AND ECONO	539,302	750,698	3,491,329	544,890	1,625,351	406,338	1,380,000	345,000	0	0	0	135,000	7,105
DATA SYSTEMS AND ANALYSIS													
MANAGEMENT AND PROGRAM DEVELOPMENT			411,066	64,155		0		0					
REGIONAL DATA DEVELOPMENT AND ANALYSIS			959,226	149,706	400,000	100,000	300,000	75,000					
GEOGRAPHIC INFORMATION SYSTEM			608,671	94,995	200,000	50,000	300,000	75,000					
TRAVEL DEMAND MODELING AND FORECASTING			485,525	75,776	400,000	100,000	300,000	75,000					
DATA SYSTEMS AND ANALYSIS TOTAL	0	0	2,464,488	384,631	1,000,000	250,000	900,000	225,000	0	0	0	0	0
ADMINISTRATIVE SERVICES													
COUNCIL SUPPORT			1,313,541	205,004		0							
GOVERNMENT RELATIONS & COMMUNICATIONS			857,369	133,809		0							
ENCUMBRANCE													
CONTINGENCY													
ADMINISTRATIVE SERVICES TOTAL	0	0	2,170,910	338,813	0	0	0	0	0	0	0	0	0
PROPOSED TOTALS	539,302	750,698	8,126,727	1,268,333	2,625,351	656,338	2,280,000	570,000	0	0	0	135,000	7,105

Revenue Allocation (Continued)	EDD	Local PSRC Dues EDD	EDD Summit & Tour	USGS LIDAR	Service Income	Carryover	Local	Local Carryover	Basic Funding Subtotal
REGIONAL GROWTH & TRANSPORTATION PLANNING									
GROWTH MANAGEMENT AND PROGRAM DEVELOPMENT						116,474	58,982		2,396,514
REGIONAL TRANS. PLANNING & MANAGEMENT						340,609	80,955		5,278,832
TRANSPORTATION IMPROVEMENT PROGRAM							3,054		2,149,742
ECONOMIC DEVELOPMENT	507,117	300,138	295,000			485,873	0	0	1,588,128
REGIONAL GROWTH, TRANS. PLANNING AND ECONO	507,117	300,138	295,000	0	0	942,956	142,991	0	11,413,215
DATA SYSTEMS AND ANALYSIS									
MANAGEMENT AND PROGRAM DEVELOPMENT						84	38,468		513,773
REGIONAL DATA DEVELOPMENT AND ANALYSIS						450,433	210,711		2,645,076
GEOGRAPHIC INFORMATION SYSTEM				25,000		142,417	100,274		1,596,356
TRAVEL DEMAND MODELING AND FORECASTING						188,989	25,000		1,650,290
DATA SYSTEMS AND ANALYSIS TOTAL	0	0	0	25,000	0	781,923	374,453	0	6,405,495
ADMINISTRATIVE SERVICES									
COUNCIL SUPPORT					200,000	286	30,435		1,749,266
GOVERNMENT RELATIONS & COMMUNICATIONS						157	142,182		1,133,517
ENCUMBRANCE						0			0
CONTINGENCY						300,000			300,000
ADMINISTRATIVE SERVICES TOTAL	0	0	0	0	200,000	300,443	172,617	0	3,182,782
PROPOSED TOTALS	507,117	300,138	295,000	25,000	200,000	2,025,322	690,061	0	21,001,492

Revenue Allocation (Continued)	V2020 Contributions	Anticipated and match Subtotal	State Funded FY2006-07 Budget
REGIONAL GROWTH & TRANSPORTATION PLANNING			
GROWTH MANAGEMENT AND PROGRAM DEVELOPMENT	75,000	75,000	2,471,514
REGIONAL TRANS. PLANNING & MANAGEMENT		0	5,278,831
TRANSPORTATION IMPROVEMENT PROGRAM		0	2,149,743
ECONOMIC DEVELOPMENT		0	1,588,128
REGIONAL GROWTH, TRANS. PLANNING AND ECONO	75,000	75,000	11,488,216
DATA SYSTEMS AND ANALYSIS			
MANAGEMENT AND PROGRAM DEVELOPMENT		0	513,773
REGIONAL DATA DEVELOPMENT AND ANALYSIS		0	2,645,076
GEOGRAPHIC INFORMATION SYSTEM		0	1,596,356
TRAVEL DEMAND MODELING AND FORECASTING		0	1,650,290
DATA SYSTEMS AND ANALYSIS TOTAL	0	0	6,405,495
ADMINISTRATIVE SERVICES			
COUNCIL SUPPORT		0	1,749,266
GOVERNMENT RELATIONS & COMMUNICATIONS		0	1,133,517
ENCUMBRANCE		0	0
CONTINGENCY		0	300,000
ADMINISTRATIVE SERVICES TOTAL	0	0	3,182,783
PROPOSED TOTALS	75,000	75,000	21,076,493

EDD amount includes 200,000 EDA grant, 232,117 EDD dues, 75,000 contributions.

WORK ELEMENTS *BY PROGRAM AREA*

INTERAGENCY STAFF INVOLVEMENT:

As needed, national, state, regional and local agency staff committees; special growth management policy and technical committees; Regional Staff Committee; Regional Project Evaluation Committee; Transportation Enhancements Committee; Regional Technical Forum.

POLICY DIRECTION:

Executive Board, Growth Management Policy Board (primary policy direction and guidance for overall growth management, economic, and transportation VISION), Transportation Policy Board (primary policy direction and guidance for transportation issues and plans), and the Economic Development District Board (primary policy direction on economic issues).

TASKS:

1. Support the Regional Council's Growth Management Policy Board, the Regional Staff Committee and key technical committees.
2. Manage and administer growth management work program, including work program development, schedule, budget, progress and evaluation reports, and related documentation. Assure compliance with rules and regulations of funding agencies and the Regional Council.
3. Provide program administration, including staff assignments and evaluation, consultant selection, contract negotiation and monitoring, and development and maintenance of interlocal agreements.
4. Participate and cooperate with local, regional, state and national agencies to coordinate transportation, growth management and economic planning activities. Provide regional planning assistance in carrying out state and federal growth management planning statutes, policies and regulations.
5. Monitor and review proposed state and federal legislation, and state transportation funding, and, as appropriate, develop legislative recommendations. Interpret and implement appropriate new and existing state and federal regulations, statutes and policies.

DISCUSSION: None.

FUNCTION: Growth Management Planning

WORK ELEMENT: Maintenance and Implementation of VISION 2020 (101-103)

OBJECTIVES:

To maintain, refine, update and assist local jurisdictions in implementing VISION 2020 and related provisions.

MANDATES:

This work element provides for the maintenance and implementation of VISION 2020 as the region's growth management, economic and transportation strategy. These activities are designed to fulfill the Regional Council responsibilities as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the central Puget Sound region, as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area**
 - a. Section VI, which provides direction for certifying transportation elements in local comprehensive plans, reviewing transportation projects for consistency with *Destination 2030*, and commenting on proposed actions and projects with potential significant impact on implementation of *Destination 2030*.
 - b. Sections VII, B, E, and F, which require maintaining VISION 2020 as the adopted regional growth management and transportation strategy, providing technical assistance to jurisdictions as required, and which establish the Council as a forum for discussing regional issues.
2. **Regional Transportation Planning Organization (RTPO) Legislation** (RCW 47.80), Which requires certification of consistency between countywide policies and the adopted *Destination 2030*, as well as the transportation elements in local comprehensive plans.
3. **Washington's Growth Management Act** (RCW 36.70A.210, RCW 47.80, WAC 468.86), which requires multi-county planning policies to insure consistency in planning efforts where there are common borders or related regional issues. [RCW 36.70A.510] and **Planning Enabling Act** [RCW 36.70.547] requires cities and counties to use their comprehensive plan and development regulations to discourage the siting of incompatible uses adjacent to general aviation airports. The Regional Council evaluates consistency of airport compatible land uses as part of its review and certification of local plans.

MAJOR MILESTONES AND PRODUCTS:

1. Publish supplemental DEIS and draft VISION document. (Tasks 1.A.1 and 1.A.2, *fall 2007*)
2. Conduct public review period for supplemental Draft Environmental Impact Statement and draft VISION document for update of VISION 2020. (Task 1.A.4, *fall 2007*)
3. Publish Draft VISION document and Final EIS. (Task 1.A.6 and 1.A.7, *winter 2008*)
4. Publish final VISION document. (Task 1.A.9, *post adoption*)
5. Produce environmental justice documentation associated with the update of VISION 2020. (Task 1.A.5, *completed as part of the environmental review for VISION update*)
6. Prepare environmental review comment letters on regionally significant projects. (Task 2.A, *as needed*)
7. Oversee the development of environmental documents for update of *Destination 2030*. (Task 2.B, *dates to be determined*)
8. Prepare plan and policy review reports for local plans, countywide planning policies, transit agency plans, and regional center plans. (Task 3, *On-going*)
9. Process applications for new regional growth centers and manufacturing/industrial centers. (Task 1.B, *as needed*)
10. Provide growth management related technical assistance to local jurisdictions. (Task 1.C, *ongoing*)

11. Engage the Growth Management Policy Board in determining which tasks called for in the newly adopted VISION should be undertake in this budget cycle. (Task 1.D, *On-going*)

REVENUES		EXPENDITURES	
RTPO	\$102,930	Salaries & Benefits	\$971,353
RTPO/WTP		Overhead	509,314
FHWA	524,140	Direct Cost	255,000
FHWA Local Match	81,802	Consultants	80,000
FTA	730,000		
FTA Local Match	182,500		
Carryover	85,026		
Local	85,026		
Total	\$1,815,667	Total	\$1,815,667

BUDGET COMPARISON:	FY 2008-2009	September Amended Supplemental FY 2006-2007
	\$1,815,667	\$2,717,379
FTE STAFFING COMPARISON:	FY 2008-2009	FY 2006-2007
	4.44	5.68

INTERAGENCY STAFF INVOLVEMENT:

Regional Staff Committee, countywide growth management staff groups, Regional Technical Forum, Regional Project Evaluation Committee, Air Quality Conformity Consultation Partners (USDOT, WSDOT, Department of Ecology, EPA, and Puget Sound Clean Air Agency).

POLICY DIRECTION:

Primary direction and guidance is provided by the Executive Board and the Growth Management Policy Board.

TASKS:

1. VISION 2020

- a. VISION 2020 Update:
 - 1) Published Supplemental EIS (*fall 2007*)
 - 2) Publish draft VISION document (*fall 2007*)
 - 3) Naming the VISION (consultant) (*spring/summer 2007*)
 - 4) Final round of public outreach (*fall of 2007*)
 - o 45 day comment period
 - o Open houses
 - o Sunday paper insert
 - o Public hearing(s)
 - o Full day public event to kick off review of Supplemental DEIS
 - o Third board coordination meeting
 - o Outreach to jurisdictions, interests groups, and agencies
 - 5) Environmental Justice Analysis for VISION update (consultant)
 - 6) Publish "Adoption version" of Final EIS (*winter 2008*)
 - 7) Publish Final VISION "adoption version" (*winter 2008*)
 - 8) Final Action by General Assembly (*April 2008*)
 - 9) Publish post adoption Final VISION document (*fall of 2008*)
 - 10) Publish post adoption "published version" of FEIS (*fall of 2008*)

- b. Process Applications for new Regional Growth Centers or Manufacturing/Industrial Centers: In June 2003, the Regional Council's Executive Board established a process for designating new regional growth centers and manufacturing industrial centers. This process includes evaluation criteria and will require staff to both review applications for new centers and prepare recommendations for consideration by the Council's policy boards, with Executive Board action on any new designations. There have been a number of new locations requesting designations since 2004. It is expected that there will continue to be a handful of places seeking centers designation each year. Key Tasks during 2006-2007:
 - 1) Track localities and countywide efforts in regard to the identification of potential candidate locations that may seek designation as either a regional growth center or manufacturing industrial center.
 - 2) Review applications for designations as they are submitted. Prepare reports and recommendations for review and consideration by the Regional Council boards.
 - 3) Prepare and distribute information to jurisdictions and countywide planning groups in regard to any new provisions or criteria related to centers having been adopted as part of the VISION 2020 update.
 - 4) Revise questionnaire and support materials used in the review of centers to conform with new provisions and criteria in the VISION 2020 update document. (Products to be available in both printed form and electronically – along with revised webpage and downloadable materials.)
 - 5) Provide technical information and assistance to jurisdictions and countywide planning groups working on centers-related planning issues.
 - 6) Provide information on center planning efforts to Regional Council boards and committees on a regular basis. This information can be in the form of presentations, reports or issue papers.
- c. Technical Assistance to local jurisdictions: The Washington State Growth Management Act and Regional Transportation Planning Organization legislation direct the Regional Council to provide examples to local jurisdictions, as part of its responsibilities for reviewing and certifying local comprehensive plans. In addition, the Council's own Interlocal Agreement calls on the agency to provide technical assistance to member jurisdictions in order to improve the overall coordination and compatibility of planning efforts throughout the four-county region. Key tasks include post-adoption outreach to member jurisdictions, countywide planning groups, and other partner agencies on the adopted VISION, including guidance and assistance with local implementation. Such assistance could take the form of preparing both formal and/or informal comments, participating on a task force or advisory committee, or making in-person presentations at meetings.
- d. VISION 2020 Implementation Actions: VISION 2020 Update will include a number of actions and tasks designed to implement the VISION. The Growth Management Policy Board will identify which tasks should be undertaken in this budget cycle.

2. SEPA

- a. Prepare and communicate the Regional Council's comments on environmental documents for regionally significant projects.
- b. Function as "SEPA Responsible Official" when the Regional Council undertakes environmental reviews.

3. Plan Review:

The Washington State Growth Management Act and Regional Transportation Planning Organization legislation directs the Regional Council to formally certify countywide planning policies and the transportation-related provisions in local comprehensive plans for conformity with state planning requirements and consistency with adopted regional plans and multi-county policies. The Regional

Council has developed a process for conducting this certification review that enables the region to work together with localities, countywide planning bodies, transit agencies, and jurisdictions with designated regional centers to improve the overall coordination and compatibility of planning efforts throughout the four-county area. Key Tasks during 2006-2007:

- a. Continue to review local, countywide, transit agency, and regional center plans and policies – including amendments and updates – for consistency with VISION 2020 and *Destination 2030*.
- b. Maintain and enhance tracking of local and countywide efforts to update and amend plans. This includes at least a once-a-year contact with all jurisdictions, follow-up communications, and information entries.
- c. Revise questionnaires and support materials used in the review of policies and plans to conform to new policies and provisions in the VISION 2020 update document. Products should be available in both printed form and electronically – along with revised webpage and downloadable materials.
- d. Provide information and assistance to jurisdictions, countywide planning groups, and agencies as they work on refining and updating policies and provisions in their own plans and policy documents.
- e. Provide information and updates on the project to Regional Council boards and committees on a regular basis. This information can be in the form of presentations, reports or issue papers.
- f. As needed, coordinate with transit agencies to ensure compliance with the Americans with Disabilities Act.

DISCUSSION:

VISION 2020 Update Project

The original VISION 2020 was the result of a planning process by the Puget Sound Council of Governments that took place between 1987 and 1990. This work included an extensive and detailed analysis of alternative growth and mobility scenarios. In 1995, the original VISION was updated to strengthen the multi-county planning policies required by the Growth Management Act.

In the summer of 2004 the region's elected leadership unanimously initiated a thorough update of VISION 2020. This decision was made after an eight-month public scoping process had found widespread interest and enthusiasm for using the update process to seek agreement on how to build on our success and address the challenges that face the region.

The scoping report identified three phases of work to be completed in the VISION update. In the first phase, tasks that needed to be completed before the environmental review could begin. These tasks include defining and analyzing growth distribution alternatives, drafting issue papers that turn ideas raised in scoping into concrete proposals, and conducting a public event to discuss the results of the first phase of work. This work has been completed.

The draft environmental impact statement (without a preferred alternative) was prepared in the second phase of work. Work in this phase included a public review and comment period and a summary response to comment. This work has also been completed.

The final phase of work is the subject of this FY 2008 – 2009 budget. This work includes publishing a supplemental draft DEIS (with a preferred growth alternative), a draft VISION document, a second public review and comment period, publishing the FEIS, board and committee review and recommendations, and General Assembly final action on updated VISION.

The FY 2007 budget includes consultant funding is noted below.

Growth Management Planning Non Core Staff Budget

Category	Activity	July 07 – June 08	July 08 – June 09
Consultant	SEPA consultant contingency	30,000	-
	Naming the VISION consultant	-	-
	EJ consultant	-	-
	VISION graphic artist consultant	20,000	-
	Update VISION video post adoption	-	30,000
Contract Employee/Interns	GM staff support	40,000	40,000
Advertising	VISION Newspaper insert	75,000 (speculative)	-
	Newspaper notices	20,000	-
Printing	Draft VISION document and Supplemental EIS*	40,000	-
	“Adoption version” of Final VISION document and Final EIS*	25,000	-
	Post adoption Final VISION document**	50,000	20,000
	Final post adoption “published version” of FEIS***	15,000	10,000
Other Direct Costs	Travel	4,000	4,000
	Meetings	6,000	6,000
	Technical Publications	500	500
	Conferences	2,000	3,000
	Miscellaneous	4,000	4,000
Total			

* Assumes a primarily black and white document with limited color.

** Assumes a full color document and CD.

*** Assumes publication of CD only.

INTERAGENCY STAFF INVOLVEMENT:

As needed, national, state, regional and local agency staff committees; special transportation corridor committees and subarea transportation policy and technical committees; Regional Staff Committee; Regional Project Evaluation Committee; Transportation Enhancements Committee; Transportation Operators Committee; Freight Mobility Roundtable; Bicycle/Pedestrian Advisory Committee; Regional Transportation Plan Integration Committee.

POLICY DIRECTION:

Executive Board, Transportation Policy Board (primary policy direction and guidance for transportation issues and plans), Growth Management Policy Board (primary policy direction and guidance for growth management), the Economic Development District Board (primary policy direction on economic issues).

TASKS:

1. Manage and administer transportation planning work program, including work program development, schedule, budget, progress and evaluation reports, and related documentation. Assure compliance with rules and regulations of funding agencies and the Regional Council.
2. Provide program administration, including staff assignments and evaluation, consultant selection, contract negotiation and monitoring, and development and maintenance of interlocal agreements.
3. Participate and cooperate with local, regional, state and national agencies to coordinate transportation planning activities. Provide regional planning assistance and monitor, understand and participate in carrying out state and federal transportation planning statutes, policies and regulations.
4. Support the Regional Council's Transportation Policy Board and key technical committees, such as the Regional Project Evaluation Committee, Transportation Operators Committee, Regional ITS Advisory Committee, Regional Transportation Plan Integration Committee, Bicycle/Pedestrian Advisory Committee, and advisory committees to the Regional Council such as the Transportation Enhancements Committee, Safety Panel, Security Panel, Freight Panel and the Regional Freight Mobility Roundtable.
5. Monitor and review proposed state and federal legislation, including "TEA" reauthorization and state transportation funding, and, as appropriate, develop legislative recommendations. Interpret and implement appropriate new and existing state and federal regulations, statutes and policies.

DISCUSSION: None

FUNCTION: Regional Transportation Planning

WORK ELEMENT: Regional Transportation Planning (201-239)

OBJECTIVES:

Identify and understand travel patterns, trends and transportation system performance (congestion, safety problems, asset conditions, mobility deficiencies, access restrictions, etc.) in the Puget Sound region, and develop plans and programs, which improve the travel conditions for the people of the region. Maintain, refine and update *Destination 2030* (the regions long range transportation plan) and supporting materials in order to: 1) Respond to federal and state transportation and growth management requirements, 2) Facilitate the achievement of strategic components for system management, demand management, capacity enhancements, growth management, and financial strategy, 3) Ensure consistency with multi-county and countywide policies, local plans, and state plans, 4) Provide leadership in implementing transportation systems management and intelligent transportation system strategies, and use Congestion Management Process data to analyze congestion, its causes and the evaluation of potential solutions, and 5) Ensure that air quality responsibilities are met. Ensure that transportation plans are supportive of the region's growth strategy and economic strategy.

MANDATES:

This work element provides for the implementation and maintenance of *Destination 2030*. These activities and other related activities are designed to fulfill the Regional Council responsibilities as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the central Puget Sound region, as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area,**
 - a. Article VII requires that the Regional Council produce a Regional Transportation Plan as prescribed by federal and state law and regulations and is based on local comprehensive planning. The Plan is required to establish planning direction for regionally significant transportation projects, as defined in state law and to be consistent with the regional growth management strategy. It also requires transportation modeling capabilities to support development of the regional transportation plan and regional growth management strategy and carry out Regional Transportation Planning Organization (RTPO) functions. Article VII. D.) requires the establishment and maintenance of a regional data base to support development of *Destination 2030* and the regional growth management strategy, and forecasting and monitoring economic, demographic, and travel conditions in the region.
 - b. (Section VI), which provides direction for certifying transportation elements in local comprehensive plans, reviewing transportation projects for consistency with *Destination 2030*, and commenting on proposed actions and projects with potential significant impact on implementation of *Destination 2030*.
 - c. (Sections VII, B, E, and F), which require maintaining VISION 2020 as the adopted regional growth management and transportation strategy, providing technical assistance to jurisdictions as required, and which establish the Council as a forum for discussing regional issues.
2. **Regional Transportation Planning Organization (RTPO) Legislation (RCW 47.80),** which requires the establishment and maintenance of an integrated, comprehensive planning program for regional transportation systems. It also requires preparation and update of a regional transportation plan, assessment of regional development patterns, capital investments and other measures necessary to preserve and make the most efficient use of transportation facilities. It requires certification of consistency between countywide policies and the adopted *Destination 2030*, as well as the transportation elements in local comprehensive plans.
3. **Washington's Growth Management Act (RCW 36.70A.210, RCW 47.80, WAC 468.86),** which requires multi-county planning policies, which involves consistency in planning efforts where

there are common borders or related regional issues. [RCW 36.70A.510] and **Planning Enabling Act** [RCW 36.70.547] requires cities and counties to use their comprehensive plan and development regulations to discourage the siting of incompatible uses adjacent to general aviation airports. The Regional Council evaluates consistency of airport compatible land uses as part of its review and certification of local plans.

4. **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** which requires the development and update of a long-range transportation plan (*Destination 2030*) and the development and use of a congestion management process as part of a continuing, cooperative and comprehensive planning process. SAFETEA-LU also requires that the metropolitan plan include management and operations strategies, to improve the performance of the existing transportation facilities, to relieve vehicular congestion and maximize the safety and mobility of people and goods. Security is to be considered as a “stand-alone” factor in the transportation planning process, signaling an increased emphasis in this area.
5. **Federal Clean Air Act** (42 USC Section 7401-7671q) and **Washington Clean Air Act** (RCW 70.94.37) which legislates federal and state requirements through Air Quality Conformity rules for Transportation Plans, Programs and Projects.
6. **Puget Sound Regional Council Resolution A-96-02**, adopted on July 11, 1996, amended the 1995 Metropolitan Transportation Plan. A-9602 was subsequently included in *Destination 2030* to include plans for a third runway at Seattle-Tacoma International Airport. The resolution provides for ongoing monitoring for noise reduction measures and runway construction.
7. **Washington’s Commute Trip Reduction (CTR) Program (RCW 70.94.521-555)**, as updated by the CTR Efficiency Act ([ESSB 6566](#)) passed during the 2006 session. The act, which focuses the program into the state's most congested urban growth areas, requires modification of city and county CTR plans and development of regional CTR plans.
8. **Corridor Planning (RCW 47.06.120)**, which lays out content and analysis requirements for state corridor studies.

MAJOR MILESTONES AND PRODUCTS:

1. Begin the major plan update of *Destination 2030* (for adoption in *FY 2010*)
 - a. Initial policy review. (*Summer 2007*)
 - b. Update modal sections to address federal certification review and incorporate ongoing planning work for the major plan amendment.
 - c. Initiate project prioritization framework: Least-Cost Planning analysis methodology. (*Spring 2008*)
 - d. Develop a public outreach strategy for *Destination 2030*. (*FY 2008*)
 - e. Begin scoping of an environmental document for the update of *Destination 2030*. (*FY 2008*)
 - f. Initiate a structured call for projects. (*FY 2008*)
 - g. Complete major plan update. (*March 2010*)
2. Complete Traffic Choices project (*March 2008*)
3. Updated Action Strategy. (*January 2009*)
4. Regional Passenger-Only Ferry Study. (*December 2007*)
5. Airport Compatible Land Use Program. (*September 2008*)
6. Prepare environmental review comment letters on regionally significant projects. (*As needed*)
7. Prepare plan and policy review reports. (*Ongoing*)
8. Provide GMA technical assistance to local jurisdictions (*Ongoing*)
9. Updated Regional Intelligent Transportation Systems Architecture and input into *Destination 2030*. (*Ongoing*)
10. Review of LOS standards for the region as part of CMP analysis. (*Ongoing*)
11. Improve the CMP for use in the update of *Destination 2030* (*FY 2008*)

12. Prepare a methodology report and recommendations on how CMP monitoring and reporting should be approached at a subarea geography level (*August 2007*)
13. Coordinate with WSDOT using the Washington Transportation Plan to guide the update of *Destination 2030 (ongoing)*
14. Prepare a report and analysis of accident and safety data (*September 2007*)
15. CMP Baseline Report. (*July 2007*)
16. Update Congestion Management Process in coordination with *Destination 2030 2010 update. (Ongoing)*
17. Local Commute Trip Reduction (CTR) plans approved for submittal to state CTR Board for approval. (*October 2007*)
18. CTR Regional Plan. (*October 2007*)
19. Safety Baseline Report. (*September 2007*)
20. Corridor Tracking System. (*September 2007*)
21. Updated PSRC website with new Mobility Team information, including transportation demand strategies (TDS), safety, security, and transportation system management and operations. (*April 2007 and then Ongoing*)
22. Active Traffic Management Case Study. (*Phase One - February 2007; Phase Two - summer 2007*)

REVENUES:

EXPENDITURES:

RTPO	\$ 98,302	Salaries & Benefits	\$2,301,604
RTPO/WTP	380,781	Overhead	1,206,810
FHWA	1,550,204	Direct Cost	55,500
FHWA Local Match	241,940	Consultants	745,000
FTA	625,351		
FTA Local Match	156,338		
FTA 5307	562,650		
FTA 5307 Local Match	140,663		
FAA	135,000		
FAA Local Match	7,105		
Carryover	340,609		
Local	69,972		
Total	\$4,308,914	Total	\$4,308,914

BUDGET COMPARISON:

FY 2008-2009

Supplemental FY 2006-2007

\$4,308,914

\$6,839,109

FTE STAFFING COMPARISON:

FY 2008-2009

FY 2006-2007

13.14

9.45

INTERAGENCY STAFF INVOLVEMENT:

Regional Transportation Plan Integration Committee, Regional Staff Committee, countywide growth management staff groups, Regional Technical Forum, Regional Project Evaluation Committee, Transportation Operators Committee, Washington State Department of Transportation, Regional Freight Mobility Roundtable, Regional Congestion Monitoring Committee, Air Quality Conformity Consultation Partners (USDOT, WSDOT, Department of Ecology, EPA, and Puget Sound Clean Air Agency), US Federal Aviation Administration, and corridor-level policy and technical steering committees such as Freight Action Strategy (FAST) Corridor Agency Staff Team.

POLICY DIRECTION:

The Executive Board and the Transportation Policy Board provide primary direction and guidance.

TASKS:

1. **Update of *Destination 2030*.** Currently, the Metropolitan Planning Organization reviews and updates its Metropolitan Transportation Plan every four years, which is in agreement with the most recent federal regulations. *Destination 2030* being the region's RTPO Plan is to be reviewed biannually to fulfill state requirements. In this task there are three main areas of work during FY 2008 and FY 2009, the first being to complete the development of the tools necessary for the major update to *Destination 2030*. This will include improvements relating to implementation of Least Cost Planning/Benefit Cost Analysis, Congestion Management Process (CMP) Subregional analysis, and full project prioritization. Second, development of transportation alternatives designed to implement the policies and actions identified in the updated VISION 2020; and third to begin the analysis of the *Destination 2030* update alternatives including environmental and economic factors. The following tasks describe work necessary to begin the FY 2010 plan update:
 - a. Policy Review. With boards and committees conduct a policy review as a basis for developing the major plan update.
 - b. Public Involvement. Develop and implement a public involvement program to support the update of the Regional Transportation Plan-Destination 2040. The public involvement plan must provide early, continuous and meaningful public involvement. The program should inform the public that the region has a transportation plan that is integrated and establishes a vision for supporting the planned growth. The process should be coordinated with other agencies to make the plan relevant.
 - c. Mobility Strategies. Develop alternative long-range transportation scenarios that can be analyzed and used to develop an efficient, integrated, and affordable transportation system for the Puget Sound region. The long range-planning year for the update will be 2040 and will be developed in conjunction with the Vision 2040 growth update and the Prosperity Partnership's economic planning that is underway.
 - d. Least Cost Planning. (Investment Prioritization/Least-Cost/Benefit-Cost Analysis) Implement project/program evaluation process to assist in the development of Destination 2040 with benefit-cost analysis as its core organizing principle. Develop a project prioritization framework based on Least-Cost Planning.
 - e. Active Management. Support the expansion of the current Transportation System Management and Operations program including the Congestion Management Process (CMP) to better integrate it into the regional transportation planning and decision making process by adding an active management element. This element will focus on the most congested locations during the peak periods and will analyze all modes of travel for opportunities to improve both vehicular and person throughput.
 - f. Environmental Analysis. Develop environmental consultation and analysis program to cover the major transportation plan updated.
 - g. Call for Projects. This will be initiated in FY 2008 structured to 1) facilitate local input to the plan scenario development, 2) address any deficiencies identified through CMP analysis, 3) reflect an emphasis on transportation needs identified through ongoing Environmental Justice (EJ) analysis, and 4) facilitate the assembly of plan scenarios and analysis packages to be used in the Least-Cost Planning analysis exercise.
 - h. Update all financial projections for current law revenues and projected feasible funding sources.
2. **Washington Transportation Plan (WTP) Support:** Begin the process of integrating the WTP into the regional transportation plan, *Destination 2030*, by:
 - a. Preparing of data and written materials about the Puget Sound region to integrate the region's plan with the WTP including regional safety, congestion, ferry, air, freight and transit data.
 - b. Supporting development and review of congestion relief methodologies and measurements.

- c. Coordinating with cities, counties, ports and other local and regional transportation agencies to develop data and compile adopted needs for the WTP implementation, including:
 - 1) County road and city street needs.
 - 2) Transit needs.
 - 3) Airport needs.
 - 4) Non-motorized needs.
 - 5) Port, marine/riverine navigation, and other freight needs.
 - d. Consulting with WSDOT in development of performance measures to track plan accomplishments.
 - e. Coordinating *Destination 2030* with the themes, and programs identified in the WTP. (Coordination means utilizing the WTP to guide the major update to *Destination 2030* to achieve general statewide consistency with the goals in the WTP.)
 - f. Communicating with legislators and other decision makers in the central Puget Sound region on the regions compliance with the WTP.
- 3. Freight Planning:** Develop an integrated regional freight-planning program: Rather than treating freight as a travel mode, this program approaches freight as one of two transportation system functions; the movement of goods and services as well as the movement of people. This program will integrate freight transportation demand as it relates to global gateways, regional economies, and local deliveries. The freight-planning program will continue to draw on the expertise and contributions of participants of the Regional Freight Mobility Roundtable as well as the FAST Corridor Partnership. The close connection with the Puget Sound freight community is one of this program's greatest strengths. The activities of this freight program will support updates to *Destination 2030* in the coming years. This program will involve:
- a. Coordination with the Regional Freight Mobility Roundtable, Regional Freight Panel, FAST CAST and WSDOT.
 - b. Updating the Freight Mobility component in *Destination 2030* to adequately address all freight modes (roads, rail, air and marine).
 - c. Assisting the Freight Mobility Roundtable through coordination and engagement based on pressing issues to the freight mobility community.
 - d. Continuing to administrator the FAST Corridor partnership and work to adapt this program based on changes to federal funding availability.
 - e. Participating, as appropriate, in the West Coast Corridor Coalition.
 - f. Completing development of Regionally Significant Freight and Goods System.
- 4. Action Strategy Update.** The Action Strategy report provides a snapshot on the region's progress implementing *Destination 2030*, the region's long-range regional transportation plan. The action strategy meets state mandates for biennial reporting, identifies new state and federal planning requirements, and describes how they're being met. The report looks back at the past five years, and reports on current plan status and accomplishments made since the Regional Transportation Plan was adopted. The report then looks ahead to identify a set of recommended actions considered vital to advancing the region's transportation agenda over the next ten years.
- a. Prepare an updated Action Strategy in late 2008 for submittal to WSDOT in May 2009 in collaboration with WSDOT, local Transit agencies, Sound Transit, local jurisdictions and ports.
 - b. Review the regional plan (*Destination 2030*) describing what has been accomplished since the plan's adoption in May 2001.
 - c. Identify the region's short-range (10 years) priority transportation investments.
 - d. Propose, as appropriate, federal, state, regional, and local actions to help achieve the long-term financial strategy and recommend financial options to be developed as part of the long-range transportation plan.

- 5. Aviation Planning.** The Regional Council is involved in a wide variety of activities related to planning and support for the Central Puget Sound region's public use airport system. The system includes Seattle-Tacoma International Airport, five General Aviation Reliever airports, 20 other General Aviation airports, and two military airfields. Program activities include continuing actions under Resolution A-96-02 (supporting the third runway at Sea-Tac Airport), airport ground access planning, regional air cargo planning, cooperative efforts with the WSDOT Aviation Division in planning for long-range airport capacity, and ongoing efforts to address airport compatible land use under the Regional Council's growth management act (GMA) authority.
- a. PSRC Resolution A-96-02. Implement Resolution A-96-02 action steps to reduce the noise impacts of Sea-Tac Airport on local communities: participate in noise studies sponsored by the Port; engage in ongoing communication and coordination with the Port, FAA, WSDOT, and local agencies around the airport; participate in the WSDOT's statewide Air Transportation Capacity Study; and report annually to PSRC Executive Board on progress implementing Resolution A-96-02.
 - b. Monitoring. Develop an ongoing monitoring program for the region's airport system that will build on the first Airport System Milestones report published in May 2004. The effort will establish system performance goals and will develop a continuing monitoring program to measure system performance relative to those goals. The program will draw upon information contained in *Destination 2030*, the 2001 Regional Airport System Plan, the 2002 Strategic Plan for Aviation, and the 2004 Airport System Monitoring report.
 - c. Airport Compatible Land Use Program. The Airport Compatible Land Use Program will build upon and refine our existing program, which is coordinated with the agency's policy and plan review and comprehensive plan certification process. The work is being done with consultant support that began in FY 2007 and will continue in FY 2008. The project includes six tasks:
 - 1) Establish an airport compatible land use working group and refine the scope of work.
 - 2) Build a regional land use and development database.
 - 3) Evaluate existing comprehensive plan policies and provisions.
 - 4) Develop Airport Compatible Land Use Guidelines.
 - 5) Revise PSRC Plan Review and Certification Process.
 - 6) Program Implementation / PSRC Procedures.
 - d. Statewide Air Transportation Capacity Study. This project emerged out of ongoing work related to the PSRC Resolution A-96-02, in which the Regional Council for years had recommended the state resolve the issue of long-term commercial airport capacity by preparing a comprehensive statewide study. The 2005 legislature adopted Engrossed Substitute Senate Bill ESSB-5121, which instructed the WSDOT Aviation Division to prepare a three-phase study. Phase I includes an inventory and analysis of the existing airport system. Phase II will include a market analysis, forecast of demand, and analysis of future airport needs. Phase III will build upon the results of Phases I and II, and will consist of a Governor-appointed air transportation planning council which will develop recommendations for consideration by the Governor and Legislature. Phase I was to be complete by June 30, 2006; Phase II by June 30, 2007; and Phase III by June 30, 2009. PSRC will provide the following support for the WSDOT project, which is included in the Uniform Work Program as part of the agency's ongoing work under PSRC Resolution A-96-02.
 - 1) Assist WSDOT with consultant selection and developing the project scope of work.
 - 2) Participate on project team / technical committee.
 - 3) Provide ongoing technical review, comments, edits, and analysis of draft and final work products (airport capacity and facilities assessment, market analysis and forecasts, future airport capacity needs analysis and findings).

- 4) Provide for the integration of work on the statewide air transportation capacity study with regional plans (*Destination 2030*, VISION 2020, Regional Airport System Plan, Regional Air Cargo Strategy, etc.).
 - 5) Provide documents, background, analysis, and context from previous work on regional airport capacity (e.g., Flight Plan, Major Supplemental Airport Feasibility Study, 2001 Regional Airport System Plan, Regional Air Cargo Strategy, etc.).
 - 6) Provide regional demographic baseline data (census, etc.), forecasts, and analysis needed for assessing regional air travel market and generating regional and statewide aviation forecasts (this is important for consistency between numerous planning efforts, e.g., revised regional forecasts, VISION 2020 update, *Destination 2030* update, and forecasting efforts contained in the RASP, Regional Air Cargo Strategy, etc.).
 - 7) Work with WSDOT to complete statewide airport classification system (feeds directly into the Statewide Air Transportation Capacity Study).
6. **Regional Passenger-Only Ferry Study (POF Study).** The study will address a number of tasks designed to synthesize current efforts and information with a policy and market analysis that will help determine regional roles and develop a regional passenger-only ferry strategy. The strategy will be integrated with the update of *Destination 2030*. A consultant will have primary responsibility for completion of the technical analyses and report; consultant work will begin in FY 2007 and continue into FY 2008. PSRC staff time will be devoted to project and consultant management, and overall coordination, plus forecasting, demographic analysis, and regional travel demand modeling in support of the analytical work on the project.
7. **Refine Transportation Strategies.** This work program element includes a wide variety of tasks that are focused on further defining the role of pedestrian and bicycle and public transportation in the region's long-range plan and improving coordination among the local and regional transportation providers.
- a. The tasks below include efforts related to ongoing transit coordination:
 - 1) Participate in a variety of committees facilitating regional coordination of transit planning and improvements.
 - 2) Organize staff and prepare agendas for quarterly Transit Operators Committee (TOC) meetings.
 - 3) Organize staff and prepare agendas for quarterly Special Needs Subcommittee meetings.
 - 4) Monitor Sound Transit efforts to develop a Phase 2.
 - 5) Review and provide comments on Transit Development Plans.
 - 6) Review and comment on major corridor studies related to transit options.
 - 7) Review and provide comments on countywide special needs transportation plans.
 - 8) Participate in development of transit options in CMP work.
 - 9) Review and evaluate HOV lane operating policies through committee support.
 - 10) Prepare a scoping document that describes transit performance measure methodology and recommends how to use in regional analysis and plan development.
 - b. **Job Access Reverse Commute (JARC).** The Regional Council has a lead role in coordinating the Job Access Reverse Commute (JARC) program in the central Puget Sound. Currently the PSRC is providing funding for the development of countywide special needs transportation plans, as well as completing the SAFETEA-LU compliant Coordinated Transit-Human Services Transportation Plan (Coordinated Plan). The PSRC is also responsible for the development of a competitive selection program to distribute JARC dollars apportioned to the Seattle-Tacoma-Everett Urbanized Area; this competition is to occur every two years.
 PSRC will need to update the Coordinated Transit-Human Services Transportation Plan in 2008 and early 2009 for inclusion in the 2010 major update to *Destination 2030*. The scope of

work for this project will be a more detailed inventory and analysis of available special needs transportation services, transportation costs, “best practices” around the country and how they might be applied in the region, the addition of safety and security elements, as well as incorporating pertinent disaster response plans. In addition to the topics listed above, the consultant will be instrumental in expanding the current assessment of special needs transportation in Kitsap County, specifically the difficulty of integrating trips with Washington State Ferries. Due to the difficulty in reaching the segment of the population affected by the Coordinated Plan, conventional outreach efforts were not as successful as they could have been in the development of the 2006-2007 plans. To improve this important aspect of the Coordinated Plan an extensive public outreach and participation effort will be necessary. This expanded outreach is necessary due to the difficulty in gathering data concerning needs and gaps in the current network from an end-user perspective. By further identifying the needs from the rider’s viewpoint we can better craft goals and strategies to address them. Approximately \$20,000 in 2008 and \$20,000 in 2009 (subject to funding) are needed to fund a consultant(s) for the work outlined above. It is important to note that the JARC and New Freedom programs allow a maximum of 10% of the annual apportionment to be utilized for planning and administration expenses. In the 2008-2009 bienniums, the 10% total is approximately \$350,000. However, funding levels to PSRC for these purposes have yet to be decided upon. The consultant work described above is subject to determination of funding.

- c. **New Freedom.** The Regional Council has a lead role in coordinating the New Freedom program in the central Puget Sound. Currently PSRC is providing funding for the development of countywide special needs transportation plans, as well as completing the SAFETEA-LU compliant Coordinated Transit-Human Services Transportation Plan (Coordinated Plan). (See discussion in Task 7b regarding the need to update the Coordinated Transit-Human Services Transportation Plan in 2008 and early 2009.) PSRC is also responsible for the development of a competitive selection program to distribute New Freedom dollars apportioned to the Seattle-Tacoma-Everett Urbanized Area; this competition is to occur every two years.
- d. **Regional Bicycle and Pedestrian Planning.** Further define a role for bicycle and pedestrian transportation in the region’s long range plan and improve coordination and collaboration among state and local agencies. 2005 amendments to the Growth Management Act require inclusion of a bicycle and pedestrian component in the transportation element of a comprehensive plan. Key tasks related to regional bicycle and pedestrian planning, coordination, and technical assistance include:
 - 1) Facilitate quarterly Bicycle and Pedestrian Advisory Committee meetings
 - 2) Update *Destination 2030*’s bicycle/pedestrian network to reflect new and amended local and state plans, missing links, and to document the changing status of projects (Growth, GIS)
 - 3) Develop guidelines and criteria for local jurisdictions to use when developing the bicycle and pedestrian components of their comprehensive plans (Growth)
 - 4) Identify bicycle and pedestrian transportation options in major corridor planning studies
 - 5) Develop and evaluate CMP strategies that improve bicycle and pedestrian transportation
 - 6) Identify bicycle and pedestrian data sources, needs, and gaps (Data)
 - 7) Establish a task force or subcommittee to study methods for developing a regional bicycle network signage program.

8. Value Pricing. PSRC is involved in multiple value pricing program grant projects.

- a. **Traffic Choices Study.** The Traffic Choices Study, initiated in 2004, is a demand-pricing project that combines a physical experiment with 500 volunteer vehicles in a controlled research environment and central system tolling solution to examine behavioral responses to road pricing. The project combines a test of technology, public behavior and attitudes, with the collection of large-scale price response data for use in other analytical efforts. The long-term goal of the

project is to provide objective data to investigate and refine policy issues and questions regarding the future of demand pricing. This effort will lay the groundwork for future finance and transportation management investment options in the Puget Sound region's transportation network. The project will wrap up its analysis phase during this budget cycle, with grant funds supporting consultant contracts and agency costs carrying over from the previous budget.

b. State Value Pricing Study. PSRC is jointly operating a value pricing grant with WSDOT that is advancing communication about tolling.

9. Transit Operations Program (TOP): is intended to optimize transit service during the most congested periods and in the most congested corridors. This will be done as a means to improve overall transit service delivery by providing realistic alternates to car travel. This will include analyzing alternatives to improve transit ridership by:

- a. Reducing door-to-door travel times between the largest trip origins and destinations
- b. Enhancing reliability and
- c. Improving overall transportation efficiency and convenience to the traveling public.

This analysis will include all aspects of transit travel and how it integrates with other transportation facilities and investments. The analysis will include feeder, trunk and express transit services provided by vanpool, bus, ferry and rail services both existing and planned in the region. It will, also, include facilities that support transit ridership such as park and rides, priority access (HOV, direct access and signal pre-emption), ITS and stations. The program will use a sketch-planning tool (proposed to be developed by PSRC) and measurements and monitoring tools, developed during the course of the program, to evaluate alternatives.

The transit service and facilities will be looked at in conjunction with current corridor planning and construction mitigation programs, the Commute Trip Reduction (CTR) program and other related transportation planning programs.

The Transportation Operators Committee (TOC) will act as the steering committee for the program. The TOC's recommendations will be used to advise the PSRC's Transportation System Management and Operations (TSM&O) program, the 2010 update of *Destination 2030* and other transportation agency planning programs.

10. Corridor Planning.

- a. **Project Monitoring.** Develop and institute a coordinated corridor and subarea planning review and input process. Closely monitor and provide input on a regional corridor studies.
- b. **Corridor Project Tracking System.** Create a corridor project tracking system to maintain updated information to include, but not limited to: alternatives under consideration, project status, estimated costs. This task will require the development of a Corridor Tracking System and will require \$15,000 for a 6-month intern. This intern will also support the Tasks under Safety and CMP.

11. Transportation System Management and Operations.

- a. **Congestion Management Process.** A Congestion Management Process is a systematic and formalized approach to addressing congestion through effective management and operation of the transportation system. The CMP will be integral to the 2010 long range plan (*Destination 2030*) update and closely coordinated with the Regional Council's Least Cost Planning activities. This will involve close coordination with *Destination 2030* policy review and needs solicitation subtasks to collect and analyze CMP-related data for all projects. Incorporate into the 2010 plan update clearly defined information regarding all projects in the update that have met or would still need to meet CMP requirements (work occurs in FY 2008). Specific tasks will include:
 - 1) Work with consultant (currently under contract through 2008) to develop baseline CMP document that will layout the PSRC CMP methodology to be completed in summer 2007.

- This report will layout out the coordination of future and developing efforts of the new CTR program and the least cost planning tool being developed.
- 2) Following the completion of the CMP baseline with the assistance of consultants, develop a CMP report expanding on the baseline effort.
 - 3) Reconvene the CMP committee and provide more structure and coordinate this with and regional operation committee efforts.
 - 4) Review Level of Service (LOS) Standards for Regionally significant state highways.
 - 5) Integrate Regional Freeway ITS Archived Data and where available, CTR data into regional data and analysis and planning.
 - 6) Further incorporate CMP requirements in PSRC planning practices: Develop methodology for identifying regional implementation strategies. Implement the CMP strategy by working with appropriate external stakeholders.
 - 7) Utilize IDAS to evaluate the cost/benefits of ITS and operational deployments and coordinate with least cost planning effort, CMP and the travel demand model.
 - 8) Monitor and evaluate strategy implementation.
- b. **Management and Operations Promotion and Website** (connects with ITS Architecture, CTR, CMP, Smart Trek, etc.). This work element will use PSRC's website, Regional View and other opportunities to provide informative updates and educational materials regarding the work of PSRC and others, that addresses the management and operation of the region's transportation system. Major areas of PSRC work that will be promoted include the Congestion Management Process, Transportation Demand Strategies (including the Commute Trip Reduction program), safety planning, security planning, active traffic management and ITS architecture. (A direct cost associated with this task will be website development and maintenance).
- c. **Transportation Demand Strategies (TDS)**. Determine, develop and implement one or more regional TDS strategy(ies) to support the regional CTR plan and TDS in general. The work involved in this element will begin in FY 2007 and will carry forward into future years, depending on the scope of the chosen strategy(ies).
- 1) This work element also includes the day-to-day participation of PSRC in the local, regional, state and national TDS efforts that affect the region and PSRC constituents.
 - 2) The first task will be to work with local jurisdictions, transit agencies, WSDOT and others to determine the most useful strategies and the entities responsible for implementing them. This will include development of a funding strategy.
- This task will require \$100,000 for consultant support in the evaluation and implementation of potential strategies.
- d. **Local CTR Plan Review**. Coordinate with local jurisdictions to modify their CTR Plans – PSRC will review local CTR plans for consistency with the regional CTR plan, the Regional Transportation Plan, the requirements of the law, and state CTR Board guidelines. This task includes working with jurisdictions to address any problems and participation in any appeals process that may arise. Work is scheduled to be done during the summer and fall of 2007.
- e. **Regional CTR Plan** – Under the CTR Efficiency Act, PSRC is required to develop a regional CTR plan and to incorporate it into the overall Regional Transportation Plan that will include the following elements:
- Regional land use and transportation context.
 - Minimum criteria for growth and transportation efficiency centers.
 - Goals and targets.
 - Measurement methodology.
 - Regional strategies to achieve goals.
 - Financial plan.

In addition, PSRC will assume the following responsibilities:

- Establish a planning framework that coordinates local and regional CTR planning processes.
- Assist cities and counties in development of their local CTR plans.
- Collaborate with local jurisdictions in development of the regional CTR plan, including minimum criteria for designating a GTEC.
- Submit the regional plan, along with the region's local plans to the CTR Board for approval.
- Identify any growth and transportation efficiency centers as priority areas for new service and facility investments.
- Provide annual progress reports to the State CTR Board.
- Update the regional CTR plan on a schedule to be determined by the CTR Board.

This work element is currently underway, and CTR plans are scheduled to be submitted to the state CTR Board for approval by October 1, 2007. The first annual progress report will be due in June 2008. (This work is assisted by consultant work from Parametrix through the current DKS contract.)

f. **Regional Operations**

- 1) Establish Regional Operations Forum. The PSRC will evaluate the appropriate committee structure to practically respond to the transit and highway regional operations needs. Monitoring and where possible and appropriate, support regional operations projects. For example, the Regional Operations Forum will coordinate results of Signal Study and develop regional signal operations plan. The Regional Operations Forum will provide a “regional table” for identifying, coordinating and prioritizing current and future operational needs.
- 2) Developing a Regional Concept of Transportation Operations (RCTO) to identify and prioritize current and future operational concepts and needs. The RCTO will support regional efforts to develop and maintain the Congestion Management Process and incorporate highway and transit operations into planning process. This task will require \$75,000 for consultant support.

g. **Active Traffic Management.** PSRC will partner with WSDOT and FHWA to conduct a feasibility analysis in the central Puget Sound region to evaluate the effectiveness of European-style Active Traffic Management (ATM) techniques to determine if they can and should be incorporated into regional corridor projects. As Washington State invests over \$5 Billion into major highway infrastructure and with a possible major transit and highway investments pending if voters approve the Regional Transportation Investment District and Sound Transit 2 investment, the region has a unique opportunity to incorporate advanced technology active traffic management systems into these corridor improvements. Germany, Denmark, the Netherlands and England have already embraced these technologically advanced strategies to gain maximum effectiveness and efficiency from their motorways. Demonstrated benefits include smoother traffic flow, maximized throughput, improved safety, and better traveler information. To date no states in the US have fully analyzed or implemented the full range of these techniques.

- 1) Phase One will involve a qualitative evaluation of major transportation corridors for best applications of active traffic management techniques. Consideration will be given to three combined corridors to screen and recommend one for further evaluation. Corridors under consideration include Interstate 405/ State Route 167 Corridors; Interstate 90/ State Route 520 Corridors; as well as Interstate 5/ Alaskan Way Viaduct.
- 2) Phase Two will involve further qualitative and quantitative evaluation of the selected corridor will be conducted with determination of expected benefits of increased throughput, increased trip reliability and increased safety compared to estimated investment costs, both capital and operational.

h. Intelligent Transportation Systems (ITS) Strategies and Architecture

- 1) Update ITS element in *Destination 2030*.
 - 2) Maintain and update Regional ITS Architecture.
 - 3) Continue to participate in the agency's database integration program.
 - 4) Further integrate the ITS Architecture with MTP, CMP through the developing regional operations coordination efforts.
 - 5) Maintain agency involvement with ITS Washington and ITS America.
- Utilize IDAS to evaluate the cost/benefits of ITS deployments and coordinate with least cost planning effort, CMP and the travel demand model.

i. Security System Coordination

- 1) Continue to explore the role of PSRC in the realm of security and emergency management planning.
- 2) Organize a panel discussion of regional security efforts for the policy boards.
- 3) Through existing committees, coordinate passenger security efforts by air, water and land, where appropriate.

j. Safety

- 1) Support the Washington State Strategic Highway Safety Plan, Target Zero.
- 2) Monitor accident data from WSDOT and provide the information to the project selection process.
- 3) Form a safety panel to review regional safety data and develop a Safety Baseline Report.
- 4) In close coordination with WSDOT and local governments, evaluate possibility of developing a geocoded safety database.

DISCUSSION:

All tasks listed above are supportive of the Regional Council's policy and planning responsibilities. The FY 2008-2009 Work Program builds upon the previous work and is further inspired by the emphasis from SAFETEA-LU to emphasize operations safety and security in the planning process and to establish a Congestion Management Process. Based on recent updates to the Washington State CTR and the existing and projected transportation trends within the central Puget Sound region, PSRC will proactively seek out opportunities to combine Transportation Demand Management strategies to maximize existing and future investments and land use developments. To this end, PSRC established the Mobility Team within the Transportation Department in September of 2006. The Goal of the Mobility Team is to "*improve transportation options and tackle congestion in the Central Puget Sound region by thoroughly understanding travel behavior, commute patterns, and system performance and using that knowledge to identify and promote demand, operations and capacity solutions which will improve safety and travel flow on the regional transportation system.*" Established with a diverse program focus including safety, security, operations and demand management strategies, the Mobility Team will look for crosscutting opportunities to maximize these program focus areas within all transportation-planning activities.

Task 1, Update of *Destination 2030*. Total consultants for the Update of *Destination 2030* for fiscal year 2008 include: \$20,000 for transportation planning, \$30,000 for economic analysis, \$20,000 for public outreach, and \$50,000 for environmental consultant. Total consultants for fiscal year 2009 include: \$100,000 for transportation planning, \$50,000 for economic analysis, \$125,000 for public outreach, and \$175,000 for environmental consultant. A direct expense of \$40,000 is included to cover the cost of printing draft and final environmental impact statements and the draft regional plan document in fiscal year 2009. The Update will be complete in 2010.

Task 5c, Airport Compatible Land Use Program, will continue work that was begun in fiscal year 2007.

Task 6, Regional Passenger-Only Ferry Study, will continue work begun in fiscal year 2007 in order to complete the technical analysis and report.

Task 7b, Job Access and Reverse Commute (JARC), and 7c, New Freedom - Approximately \$20,000 in 2008 and \$20,000 in 2009 (subject to funding) is needed for consultant work to update the Coordinated Transit-Human Services Transportation Plan for inclusion in the 2010 major update to *Destination 2030*. It is important to note that the JARC and New Freedom programs allow a maximum of 10% of the annual apportionment to be utilized for planning and administration expenses. In the 2008-2009 biennium, the 10% total is approximately \$350,000. However, funding levels to PSRC for these purposes have yet to be decided upon. The consultant work as described in Task 7b is subject to determination of funding.

Task 10b, Corridor Project Tracking System, will require the development of a Corridor Tracking System and will require \$15,000 for a six-month intern in fiscal year 2008. This intern will also support tasks under Safety and Congestion Management Process (CMP).

Task 11c, Transportation Demand Strategies (TDS), will require \$100,000 for consultant support in fiscal year 2008 in the evaluation and implementation of potential strategies.

Task 11f, Regional Operations, will require \$75,000 for consultant support in fiscal year 2008 in developing a Regional Concept of Transportation Operations (RCTO) to identify and prioritize current and future operational concepts and needs.

FUNCTION: **Regional Growth and Transportation Planning**

WORK ELEMENT: **Transportation Improvement Program (240-260)**

OBJECTIVE:

To maintain a Regional Transportation Improvement Program (TIP) with an emphasis on customer service, by continuing the 2007-2010 Regional TIP and developing the 2010-2013 Regional TIP, which will include all projects using federal transportation funds, including federal funds managed by the Regional Council, Washington State Department of Transportation, and all regionally significant projects, regardless of funding source; to conduct analyses for all projects proposed for inclusion in the Regional TIP to assess plan consistency, air quality conformity, and financial feasibility; to provide public involvement opportunities throughout the development and administration of the Regional TIP; to promote and facilitate collaboration through PSRC's project selection process and ensure accountability for PSRC's federal funds with project sponsors, including the development of a communications tool on prioritization of PSRCs federal funds; to provide ongoing monitoring and administration of TIP projects; to provide ongoing assistance and support to agencies proposing projects for inclusion in the Regional TIP.

MANDATES:

This work element maintains the Regional Transportation Improvement Program as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area** (Article VII, A.3), which requires preparation of a six-year transportation capital plan with an annual element.
2. **Regional Transportation Planning Organization** legislation (RCW 47.80.023), which requires development of a six-year regional transportation improvement program (TIP). The three-year federal portion of the six-year regional TIP is included in the state TIP.
3. **Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** [23CFR Part 450.324 Subpart C (FHWA) and 49 CFR, part 613, subpart A (FTA)], which requires a metropolitan planning process that includes the development and maintenance of a transportation improvement program (TIP).
4. **Federal Clean Air Act** (42 USC Section 7401-7671q), **Clean Air Washington Act** (RCW 70.94.37) that legislates federal and state requirements through Air Quality Conformity rules for Transportation Plans, Programs and Projects.

MAJOR MILESTONES AND PRODUCTS:

1. Monthly TIP amendment process for projects funded by federal funds managed by the Regional Council and state of Washington, and all other regionally significant projects. (*Ongoing*)
2. Project tracking system and project status reports, including obligation status, and project completion for federal funds managed by the Regional Council. (*Quarterly/Ongoing*)
3. Recommendation process for the Statewide Transportation Enhancements Program, (*May 2007 Call for Projects*) and recommend projects to policy boards. (*Nov./Dec. 07*)
4. Issue Call for Projects for Annual Major Air Quality Amendment. (*March 2007, March 2008*)
5. Conformity determination for the 2007 and 2008 Air Quality Amendment, including scoping meetings and documentation. (*August 2007, 2008*)
6. Adoption of the Annual Air Quality Amendment (*September 2007, September 2008*) and submittal of each to the Governor for approval, including conformity determination and project selection approval for federal funds managed by the Regional Council. (*October 2007, October 2008*)
7. Prepare 2010-2013 Regional TIP: Review and adopt the revised *2009 Policy Framework for PSRCs Federal Funds* to include policy direction from *Destination 2030* as appropriate. (*Nov/Dec 2008*)

8. Issue Call for Projects for the 2010-2013 TIP and conduct workshops. *(Jan. 2009)*
9. Recommend projects for PSRCs federal funds to the Transportation Policy Board and Executive Board. *(June 2009)*
10. Continue the Rural Town Centers and Corridors program as part of the 2009 project selection process, leading to call for projects in January 2010.
11. Update and maintain the Air Quality web page for Regional Council's Web site. *(Ongoing)*
12. Annual CMAQ emissions report. *(2008, 2009, month varies)*
13. Air quality consultation partners meetings and provision of MOBILE6.2 data files to project sponsors. *(Ongoing)*

REVENUES		EXPENDITURES	
FHWA	\$973,125	Salaries & Benefits	\$1,386,994
FHWA Local Match	151,875	Overhead	727,249
FTA 5307	\$817,350	Direct Cost	3000
FTA 5307 Local Match	204,338	Consultants	32,500
Local	3,054		
Total	\$2,149,743	Total	\$2,149,743

BUDGET COMPARISON:	FY 2008-2009	September Amended Supplemental FY 2006-2007
	\$2,149,743	\$1,978,987
FTE STAFFING COMPARISON:	FY 2008-2009	FY 2006-2007
	7.38	7.34

INTERAGENCY STAFF INVOLVEMENT:

This work element will continue to have extensive involvement from the Regional Council's Regional Project Evaluation Committee (RPEC), the countywide organizations, the Transportation Operators Committee (TOC) and the Federal Transit Administration Caucuses. Policy direction to assure coordination of programming activity with the adopted VISION 2020 and *Destination 2030* plans will be coordinated with the Regional Staff Committee. The Transportation Enhancements Committee (TEC) will continue to be involved in the statewide enhancements process.

POLICY DIRECTION:

Policy direction and oversight will continue under the Transportation Policy Board in consultation with the Growth Management Policy Board, with formal actions being taken by the Executive Board.

TASKS:

1. **Maintain the routine amendment process** for adding projects to the TIP, including the annual Air Quality Amendment, and maintain the modification procedures for proposed changes appropriate by administrative action. The monthly routine amendment process includes plan consistency review, financial constraint analysis, air quality review, Intelligent Transportation Systems (ITS) architecture compliance, and public review, leading to Regional Council TIP amendment approval.
2. **Maintain and improve the Regional TIP database** which will consist of the following:
 - a. Continue to refine the database and reporting structure that provides current project status for all projects funded through the regional SAFETEA-LU funds, including project obligation, expenditure and project completion reports, with continued assistance from WSDOT, FTA, and local transit agencies.
 - b. Provide assistance to local and state agencies with projects in the regional TIP, to ensure all federal and state requirements are met and project can proceed to implementation in a timely fashion.

- c. Continue participation in Metropolitan Transportation Plan, Congestion Management Process and other agency database integration efforts for project tracking and agency monitoring reports.
 - d. Continue to participate in the Regional Council's efforts to electronically map TIP projects, including projects completed with the SAFETEA-LU funds managed by the Regional Council, and to maintain the TIP on the agency's Web site.
3. **Maintain and enhance the project tracking system** to monitor progress of projects funded with PSRC's federal funds that are in the regional TIP. Review requests for obligation date extensions and other requests to modify projects. Prepare a quarterly report for the Regional Project Evaluation Committee and others on the status of those projects. Continue work on environmental justice as it relates to the TIP including mapping and analysis of projects.
 4. **Conduct project selection processes** for federal FTA, STP/CMAQ, statewide transportation enhancements funds, and the Rural Town Center and Corridors program. Support the Regional Project Evaluation Committee, Transportation Operators Committee, FTA Caucuses and the Transportation Enhancements Committee; provide assistance to the countywide policy and technical committees, sub regional and statewide committees on matters related to the TIP and complete the following requirements. Emphasis will be made to streamline project selection processes where useful.
 - a. Convene and support the Transportation Enhancements Committee, prepare and issue a call for statewide enhancement projects in cooperation with WSDOT, conduct workshops, review and evaluate projects, conduct public review process and recommend projects for Transportation Policy Board and Executive Board. Submit recommended list to WSDOT.
 - b. Continue PSRC's Rural Town Centers and Corridors grant funding program as part of the 2009 project selection process.
 - c. Work with the Transportation Policy Board and Executive Board to set priority for PSRC's federal funds through the adoption of the 2009 Policy Framework. For PSRC's federal funds
 - d. Prepare and distribute the call for projects for the STP/CMAQ funds regional competition and the FTA fund competition, conduct workshops, review and evaluate projects for plan consistency and financial constraint analysis, conduct air quality conformity analyses and public review processes.
 - e. Develop enhanced communications on PSRC's project prioritization process and the benefits of regional PSRC funding for distribution to local, regional and state interests.
 5. **Prepare and develop the 2007 and 2008 Air Quality Amendments, and documentation** to policy boards for recommendation and Executive Board for adoption action. Submit the adopted 2007 and 2008 Amendments to the Governor for review and approval into the State TIP.
 6. **Air Quality Conformity and Consultation.**
 - a. Maintain the air quality Web page for the agency's Web site, to provide information on air quality related topics and to provide data to project sponsors.
 - b. Conduct the annual air quality conformity analyses of the TIP; prepare air quality conformity on *Destination 2030* as part of the plan update process, this work includes public scoping meetings and documentation.
 - c. Prepare the annual CMAQ emissions report for submittal to WSDOT.
 - d. Work in consultation with the region's air quality partner agencies (EPA, PSCAA, State Department of Ecology, FHWA, FTA, and WSDOT) to monitor and discuss issues affecting air quality in the region.

DISCUSSION:

The major component of this work is to maintain the 2007-2010 regional Transportation Improvement Program, based on VISION 2020, *Destination 2030*, and the Economic Development Strategy and begin preparation for the 2009 project selection process for PSRCs federal funds. Work will also continue with the development of the project tracking system to ensure the timely implementation of federally funded projects in the region, by assisting project sponsors with an emphasis on customer service. Additional work will include project selection processes to support the statewide enhancement program, and the Rural Town Centers and Corridors program, and to make refinements to the agency's database integration efforts. Consultant funding includes \$20,000 to continue the update and enhancement to the TIP database, \$7,500 for facilitation work for the STP/CMAQ/FTA regional project competitive process, and \$5,000 to update the TIP application forms on PSRC's website to better serve project sponsors and the general public.

FUNCTION: Economic Development

WORK ELEMENTS: Economic Development District Support (300)
Prosperity Partnership

OBJECTIVE:

Provide staff support to the EDD Board of Directors. Maintain the central Puget Sound region’s eligibility for economic development planning, technical assistance, and public facility construction grants from the federal Economic Development Administration (EDA). Contribute to key Economic Development District (EDD) projects and activities, as required by the EDA and requested by the EDD’s Board of Directors and public agencies within the region.

MANDATES:

The following mandates work of the EDD:

1. EDD/PSRC Memorandum of Agreement dated June 27, 2002.
2. Authority for the CPSEDD creation is by a **Joint Exercise of Powers Agreement** between the counties of King, Kitsap, Pierce and Snohomish dated May 5, 1971 and amended November 13, 2003.
3. Federal authority for the creation, recognition and funding of multi-jurisdictional economic development districts is found in the **Public Works and Economic Development Act of 1965** (Public Law 89-136, 42 U.S.C. 3121 *et sec.*) as amended, including the comprehensive amendments by the Economic Development Administration Reform Act of 1998 (Public Law 105-393) and the Economic Development Administration Reauthorization Act of 2004 (Public Law 108-373). Criteria for district program functions and funding are found in 13 CFR Part 301 (area eligibility), 302 (district designation), 303 (district planning process) and 306 (planning assistance).

MAJOR MILESTONES AND PRODUCTS:

1. Publish the Regional Competitiveness Indicators and possibly new cluster strategies (CEDS). (Updates by November 2007 and 2008)
2. Concurrent with the CEDS process, establish annual regional economic development investment priorities for federal (EDA) or other public agency funding consideration. (Task 1b, by September 2007 and September 2008)
3. Publish periodic reports providing economic measures for use in determining economic performance and trends for the region in support of the Regional Economic Strategy. (Task 1e)
4. Implement and monitor progress on the Prosperity Partnership, a coalition to create a regional economic strategy. (Task 3a)
5. Augment the Regional Economic Strategy with a second set of actions produced by a second set of clusters working groups. (Task 3f)

REVENUES

EXPENDITURES

EDD	\$ 507,117	Salaries & Benefits	\$ 745,327
Local PSRC Dues for EDD	100,000	Overhead	390,800
EDD Summit and Tour	295,000	Direct Costs	332,000
Carryover	485,873	Consultants	120,000
Local	200,138		
Total	\$1,588,128	Total	\$1,588,128

BUDGET COMPARISON:

FY 2008-2009	September Amended
\$1,588,128	Supplemental FY 2006-2007
	\$1,804,755

FTE STAFFING COMPARISON:

FY 2008-2009	Supplemental FY 2006-2007
4.17	3.90

POLICY DIRECTION:

EDD Board of Directors

TASKS:

1. EDD Reports and Operations
 - a. Publish the Regional Competitiveness Indicators and possibly new cluster strategies (CEDS). (Updates by November 2007 and 2008)
 - b. Concurrent with the CEDS updates, establish annual regional EDA economic development investment priorities from projects submitted by public agencies and non-profit organizations in the region.
 - c. Monitor regional, county and sub-area economies and identify geographic areas of high economic distress as separate component of CEDS report.
 - d. At the request of the federal Economic Development Administration, serve as a "peer reviewer" for evaluations of other economic development districts.
 - e. Provide staff support to Board and sub-committees in preparing agendas, status reports, recording minutes and other meeting related services.
 - f. Develop biennial budget and work program, as well as supplemental budget and work program, for adoption by EDD Board.
 - g. Prepare and submit application for annual planning grant. Prepare progress reports as required by federal grant award contract(s).
 - h. Assist Regional Council in update of VISION 2020 economic policies.
 - i. Assist Regional Council in update of *Destination 2030* transportation plan.
 - j. Continue to integrate data collection and analysis work needed for EDD reports with PSRC's data collection and analysis and available databases as appropriate.
2. Regional Economic Development Coordination: Policy and Analysis
 - a. Provide technical assistance to member jurisdictions in the region, including assisting sponsors in packaging investment proposals for priority consideration, assisting sponsors of projects selected by EDA in preparing grant applications and navigating review and approval process, and working with the region's Congressional delegation to find funding sources for other ranked projects.
 - b. Provide assistance to jurisdictions in reviewing federal and state legislation and policy for applicability and impact on regional economic development efforts.
 - c. Set up and run events, such as a Regional Economic Forum, to coordinate economic development interests in the region and highlight regional priorities.
 - d. With the Greater Seattle Chamber of Commerce, put on the 2007 and 2008 Regional Leadership Conference.
 - e. Coordinate data and analysis with other economic development organizations.
 - f. List, and when appropriate, help coordinate major economic development events, both inside and outside the region.
3. Prosperity Partnership
 - a. Work with the Prosperity Partnership members and others to implement and, when necessary, update the regional economic strategy.
 - b. Collect data and perform economic analysis to monitor progress of the strategy.
 - c. Update partners and public, both inside and outside the region, on progress made in implementing the strategy, and gather feedback.
 - d. Hold one or more economic conferences, such as the Summit and Tour, to help the region implement, monitor and refine the regional economic strategy.
 - e. Continue facilitation of five pilot cluster-working groups if appropriate, incorporating new action items into the regional economic strategy.
 - f. Select additional sets of clusters to study in summer 2007, with cluster working groups potentially meeting and developing lists of actions in fall 2007 and 2008.

DISCUSSION

Consultants will be utilized to enhance the coalition's progress in implementing the Regional Economic Strategy and cultivating community relationships (\$60,000).

The coalition will continue to foster regional interest and support by conducting economic conferences and outreach activities. The partners of the Prosperity Partnership will fund the conferences and outreach activities.

EDD will apply to the EDA for a \$100,000 grant per year to assist in the implementation of the regional economic strategy.

FUNCTION: Technical and Data Services

WORK ELEMENT: Management and Program Development (400)

OBJECTIVE:

To oversee the development and maintenance of effective data collection, management, and analysis tools to support all Regional Council activities including planning, modeling, forecasting, and technical assistance to local jurisdictions.

MANDATES:

This work element provides for the program development, administration, and management of the regional technical assistance, data collection, data maintenance, forecasting, and modeling activities as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area** (Article VII), which requires that, as requested, the agency shall provide technical assistance to local, state, and federal governments through regional data collection and forecasting services, consistent with the mission and functions of the agency; and that a regional database (including demographic, economic, and travel condition data) and modeling capabilities will be established and maintained to support development of the regional *Destination 2030* and regional growth management strategy.
2. **Regional Transportation Planning Organization legislation** (RCW 47.80), which requires establishment and maintenance of a coordinated planning program for regional transportation systems and facilities, and integrated transportation and comprehensive planning.
3. **Transportation Equity Act for the 21st Century** (SAFETEA-LU) [23CFR, Part 450, Subpart C (FHWA) and 49 CFR, Part 613, Subpart A (FTA)] which requires a comprehensive database to support continuing, cooperative, and comprehensive planning processes.
4. **Federal Clean Air Act** (42 USC Section 7401-7671q) and the **Washington Clean Air Act** (RCW 70.94.37) which legislates federal and state requirements through air quality conformity rules for transportation plans, programs, and projects.

MAJOR MILESTONES AND PRODUCTS:

1. Management strategies and decisions. (Task 1, *ongoing*)
2. Personnel actions and evaluations. (Task 2, *as required*)
3. Annual Progress Report. (Task 1, *August 2007; August 2008*)
4. FY 2008-2009 Supplemental Budget and Work Program (*March 2008*)
5. FY 2010-2011 Budget and Work Program. (Task 1, *March 2009*)

REVENUES:

EXPENDITURES:

FHWA	\$411,066	Salaries & Benefits	\$308,183
FHWA Local Match	64,155	Overhead	161,591
Carryover	84	Direct Cost	44,000
Local	38,468	Consultants	0
Total	\$513,773	Total	\$513,773

BUDGET COMPARISON:

FY 2008-2009	September Amended
\$513,773	Supplemental FY 2006-2007
	\$479,542

FTE STAFFING COMPARISON:

FY 2008-2009	September Amended
1.14	Supplemental FY 2006-2007
	1.26

INTERAGENCY STAFF INVOLVEMENT:

As needed, national, state, subregional and local agency staff committees, Regional Staff Committee, Regional Project Evaluation Committee, Regional Technical Forum.

POLICY DIRECTION:

Executive Board, Transportation and Growth Management Policy Board.

TASKS:

1. Manage and administer data activities for the transportation and growth management work programs, including schedule, budget, progress and evaluation reports, and related documentation. Assure compliance with rules and regulations of funding agencies and the Regional Council.
2. Provide program administration, including staff assignments and evaluation, consultant selection, contract negotiation and monitoring, and development and maintenance of interlocal agreements.
3. Participate and cooperate with local, regional, state and national agencies to coordinate transportation and growth management data activities. Provide regional planning and data assistance (as appropriate), and participate in fulfilling new state and federal requirements for data collection and analysis.
4. Monitor and review proposed state and federal legislation, air transportation, changes in the Growth Management Act, state transportation funding, etc., as they may affect data collection and analysis activities, and, as appropriate, develop legislative recommendations. Implement new and existing state and federal regulations, statutes and policies, as appropriate.

FUNCTION: **Technical and Data Services**

WORK ELEMENT: **Regional Data Development and Analysis (401)**

OBJECTIVE:

To carry out data collection and analysis efforts necessary to support the upcoming updates of *Destination 2030* and VISION 2020, growth management planning, and other regional transportation and growth management analysis activities and to meet the data needs of members.

MANDATES:

This work element provides for preparation and maintenance of databases as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area** (Article VII), which requires transportation modeling capabilities to support development of the regional transportation plan and regional growth management strategy and to carry out Regional Transportation Planning Organization (RTPO) functions, and (Article VII D) which also requires the establishment and maintenance of a regional database to support development of VISION 2020 and *Destination 2030*, and to support forecasting and monitoring of economic, demographic, and travel conditions in the region.
2. **Regional Transportation Planning Organization legislation** (RCW 47.80), which requires establishment and maintenance of a coordinated planning program for regional transportation systems and facilities, and integrated transportation and comprehensive planning.
3. **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, which requires a comprehensive database to allow for a continuing, cooperative, and comprehensive planning process.
4. **Federal Clean Air Act** (42 USC Section 7401-7671q) and **Washington Clean Air Act** (RCW 70.94.37), which legislates federal and state requirements through Air Quality Conformity rules for Transportation Plans, Programs and Projects.

MAJOR MILESTONES AND PRODUCTS:

1. Complete geocoded databases of residential building permits issued in 2006 and 2007 (Task 1a, *November 2007 and November 2008*)
2. Develop estimates and reports for 2007 and 2008 population and households. (Task 1b, *December 2007 and December 2008*)
3. Develop sub-county employment databases and estimates for 2006 and 2007 from the ES-202 employer data provided by the state Employment Security Department. (Task 1c, *July 2007 and October 2008*)
4. Conduct an update survey in spring 2008 of parking inventory and prices for central business districts and ferry terminals, and produce a summary report. (Task 2a, *October 2008*)
5. Conduct traffic counts on facilities comprising the Metropolitan Transportation System (Task 2d, *spring 2008*)
6. Publish various data tables related to American Communities Survey products as they become available. (Task 3c, *through June 2009*)
7. Update regional and Small Area forecasts if necessary, consistent with the agency Model Versioning schedule. (Task 5a, *April 2008*)
8. Produce new 40-year regional forecasts. (Task 5b, *October 2008*)
9. Produce new Small Area Forecasts using the new regional forecasts from Task 5b. (Task 5c, *April 2009*)
10. Complete the assembly of a new base year 2006 database for use in the UrbanSim model. (Task 9e, *February 2008*)

REVENUES:**EXPENDITURES:**

FHWA	\$959,226	Salaries & Benefits	\$1,578,444
FHWA Local Match	149,706	Overhead	827,632
FTA	400,000		
FTA Local Match	100,000	Direct Cost	129,000
FTA 5307	300,000		
FTA 5307 Local Match	75,000		
Carryover	450,433	Consultants	110,000
Local	210,711		
Total	\$2,645,076	Total	\$2,645,076

BUDGET COMPARISON:	FY 2008-2009	September Amended Supplemental FY 2006-2007
	\$2,645,076	\$3,077,987
FTE STAFFING COMPARISON:	FY 2008-20097	Supplemental FY 2006-2007
	8.33	7.34

INTERAGENCY STAFF INVOLVEMENT:

Regional Technical Forum, Regional Staff Committee

POLICY DIRECTION:

Executive Board

TASKS:**1. Data Collection – Demographic and Land Use**

- a. Collect, geocode, and integrate into the agency's database residential building permits issued in the four-county region. This will include completing the 2006 permit project from the prior fiscal year (FY 2007), initiating and completing the 2007 permit project, and beginning the 2008 permit project for completion the following fiscal year (FY 2010).
- b. Develop annual estimates of population and households at the sub-county level using the agency's Small Area Demographic Model and the annual residential building permit database. Estimates for 2007 will be prepared in December 2007 (FY 2008) and for 2008 in December 2008 (FY 2009).
- c. Continue contract with Washington State Employment Security Department to geocode employer addresses and create a point-level database for use in developing sub-county employment estimates. During FY 2008, the agency plans to work with the state to expedite the processing of the 2006 database, completing this work by July 2007. The data will then be available to county planning staff for the 2007 update to the Buildable Lands analysis. Work on the 2007 database would begin in the 3rd quarter of FY 2008 and be available by October 2008, Work will also begin on the 2008 employment data in the 3rd quarter of FY 2009 for completion in FY 2010.
- d. Collect additional data on government and education employment to supplement the estimates received from ESD by providing means to disaggregate public sector jobs to their actual locations. Temporary staff costs of \$3,000 annually would be needed for this project from agency funds to hire interns to do the work, with the collection occurring in parallel to work on the employment database in Task 1c.
- e. Collect and maintain additional data on land use, including existing data, future year land use plans, and inventories of major planned developments. This will supplement data already collected by GIS staff from county and city assessor's offices, for use in agency forecasting projects.

- f. Respond to and process data requests.

2. **Data Collection - Transportation**

- a. Update the agency's parking inventory through a field survey beginning in March 2008 (FY2008). The study area will include the expanded coverage established in FY2002-03, including Seattle, Bellevue, Everett, Tacoma, the University District of Seattle, and selected ferry terminals. A final report will summarize findings and compare to previous parking survey results.
- b. Explore the benefits of doing additional transportation / activity surveys in the region, either through a stand-alone household survey, or as part of a panel survey. Look for partnership opportunities in the region, and with state and federal agencies.
- c. Transit database. Regional Council would work with transit agencies to establish a regional data base system for storing transit service characteristics and ridership information acquired from transit agencies. This subtask is partially funded, and the Regional Council is actively seeking partners and funding.
- d. Collect traffic counts in support of the travel demand model and congestion management process.
- e. Respond to and process data requests.

3. **Data Collection - Census Data**

- a. Produce additional reports, summary tables, and other products from the 2000 Census results and earlier Censuses as needed, including the Public Use Microdata Sample (PUMS) databases and the Census Transportation Planning Package.
- b. Process and summarize results of the American Communities Survey (ACS) as they are made available by the Census Bureau, including the expanded coverage to 20,000 person areas that will be available in the fall or winter of 2008. Provide guidance on differences between the decennial Census products, and the ACS, and on how use the data in planning studies.
- c. Conduct census workshops as needed to support the review and incorporation of census data and products. Work with the Census bureau to coordinate planning work for the 2010 Census, including the Local Update of Census Addresses (LUCA) program.
- d. Respond to and process data requests.

4. **Research and Analysis**

- a. Initiate a study on Affordable Housing issues in the region in FY 2008. This effort may include scoping out an appropriate role for the agency in concert with other interested organizations, collection of new data projects, and other tasks as identified.
- b. Continue analysis of survey data as it relates to transit usage in the region. This continues on work begun in FY 2007, including development of a new household survey database and initial analysis by consultants. Additional analysis will be coordinated with other regional agencies, including the Office of Transit Mobility within the Washington State Department of Transportation and transit agencies.
- c. Identify additional research projects that utilize the agency's extensive survey databases, including the Puget Sound Transportation Panel survey database, and the household surveys conducted in 1999 and 2006. The focus will be on answering key questions raised in the VISION 2020 update and *Destination 2030* regional plan updates, in particular, research to better understand land use and transportation relationships in the region.
- d. Identify and conduct research and analysis on other issues, as identified and requested by the agency and our member jurisdictions, consistent with agency priorities and available resources. Maintain currency of the research plan. Maintain details of research needs, resources required, and current priorities.

- e. Contribute regularly to *Puget Sound Trends*, a monthly publication focusing on the analysis of both primary and secondary databases maintained or monitored by the agency.
- f. Promote awareness of the plan in member and other external agencies. Communicate PSRC research needs to potential external researchers; make member agencies aware of research needs; proactively assess other agencies' research agendas to feed back into the PSRC plan.

5. **Forecasting**

- a. Review the current regional and small area forecasts starting in January 2008, to determine if any edits are warranted, and if so, revise the forecasts by April 2008, consistent with the agency's Model Versioning plan.
- b. Develop new regional forecasts by October 2008. This will be done in-house using an agency regional forecasting model, with the results serving as control totals for the Small Area Forecasts in Task 5c.
- c. Develop new Small Area Forecasts by April 2009, using the UrbanSim model. Staff will also maintain the previous land use models, Disaggregate Residential Allocation Model (DRAM) and Employment Allocation Mode (EMPAL), to serve as a backup for this initial application of the UrbanSim model to develop Small Area Forecasts.
- d. Prepare new transportation revenue forecasts. Update annually the transportation expenditures and tax base data.
- e. Respond to and process data requests.

6. **Internal Support**

- a. Provide data and analytical support to the Growth Management and VISION 2020 project as needed and able.
- b. Provide data and analytical support to the Transportation Planning and *Destination 2030* update as needed and able.
 - 1) Provide technical assistance to support the next major update of the *Destination 2030* long-range regional transportation plan tentatively scheduled for adoption in 2010.
 - 2) Provide ongoing data, analysis, and other technical assistance to support transportation planning for the plan update.
 - 3) Update and obtain Executive Board approval of a new version of the "Guidance for Major Capacity Investments" as directed in the 2007 plan update. The goals are to make the process of managing transportation projects in *Destination 2030* more efficient, to specify administrative procedures for dealing with the Illustrative project status created during the plan's 2007 update, to sustain and improve the project approval process, and to appropriately support ongoing regional discussions of project priority. This will include outreach to PSRC member agencies to publicize the new "Guidance" procedures.
 - 4) Design, publicize appropriately, and implement a process to update the *Destination 2030* transportation project list for the next major plan update.
 - 5) Provide ongoing support for the congestion management process.
- c. Provide data and analytical support for other Economic Development staff projects as needed and able.
- g. Provide data and analytical support for other agency groups and projects as needed and able.

7. **External Support**

- a. Coordinate with the Buildable Lands project updates by member jurisdiction counties due in 2007. Support analysis with agency data projects when feasible. Examine whether the results can be used in agency forecasting models in 2008.
- b. Coordinate with external agencies (WSDOT, UW, local jurisdictions) on a regional research agenda.
- c. Process and update as necessary regional roadway Functional Classifications.

- d. Develop an integrated functional classification system between, WSDOT, PSRC, cities, and counties to facilitate review requests. This subtask is unfunded and not included in the budget as an expense or revenue. PSRC will seek funding to facilitate this project.
- e. Provide other support to external projects and planning studies as they arise, to the extent possible given agency priorities and available resources.

8. Project Review

- a. *Destination 2030* and TIP Project Review. Carry out “Guidance for Major Capacity Investment” project approval processes, support review of monthly and yearly “air quality” TIP amendment requests.
- b. *Destination 2030* project amendments, including changes in Illustrative status: Manage requests from sponsors, conduct reviews, and make recommendations to PSRC boards.
- c. *Destination 2030* project approvals: Manage requests from sponsors, conduct reviews, and make recommendations to PSRC boards.
- d. TIP amendment plan review support: support PSRC TIP staff should planning issues arise during the TIP process.

9. UrbanSim

- a. Maintain an operating UrbanSim model in-house, consistent with the current release of UrbanSim by the Center for Urban Simulation and Policy Analysis (CUSPA) at the University of Washington.
- b. Research, identify, and implement improvements to the current UrbanSim model.
- c. Apply the UrbanSim model in support of internal planning studies.
- d. Consistent with data request and support guidelines established by the agency, apply the UrbanSim model in support of member jurisdiction planning studies.
- e. Complete work begun in FY 2007 on the construction of a base year 2006 database for UrbanSim. Review the compiled data with technical staff in the region for accuracy.
- f. Respond to and process data requests of the base year UrbanSim grid cell database.

DISCUSSION

Task 1, Data Collection - Demographic and Land Use, includes direct expenses in both FY2008 and FY2009 for temporary staff/interns to support the collection, geocoding and processing of the permit and employer databases as described in Tasks 1a and 1c. A total of \$60,000 (\$30,000 each fiscal year) has been allocated for these efforts. In addition, \$6,000 total (\$3,000 per fiscal year) will be needed to update the survey database of government and education employers in the region (Task 1d). This information is used to better allocate public sector employment to the correct locations in the region, supplementing a known weak spot in the ES-202 Covered Employment data received from the state. Direct expenses of \$1,000 are included for purchasing of other data products, such as zip code delivery data from the US Postal Service, needed in the production of the Small Area Demographic Estimates discussed in Task 1b.

Task 2, Data Collection – Transportation, allocates \$27,000 for temporary staff to conduct the field survey and data collection work of paid parking lots in the major central business districts and ferry terminals in the region during FY 2008 (Task 2a). This information is directly used to update parking costs assumptions in the travel demand model. A total of \$40,000 has been included to collect traffic counts through a consultant contract in FY 2008.

Task 2, Data Collection – Transportation. Develop a Transit Database. Regional Council will work with transit agencies to establish a regional system for acquiring from transit agencies ridership and transit service characteristics along with other information deemed necessary planning. The concept is to establish a data system that would support regional systems planning, travel demand modeling, and various planning studies such as corridor studies. One goal of the data system is to provide facility level ridership counts from all the operators in a consistent manner, analyze the data, and prepare it for use in various applications. Another potential goal is to provide ongoing market surveys over regionally

significant service areas. Currently each application has to collect this data independently. The transit data would be integrated into the Geodatabase being developed at the Regional Council to ensure consistency with other transportation and land use components. This task is initially funded at \$75,000 in the proposed budget. Total cost, including comprehensive data collection, is estimated to be between \$250,000 to 350,000.

Under Task 5, Forecasting, a total of \$20,000 is included in FY 2008 for external contractor support in preparing the new regional and transportation revenue forecasts discussed in Tasks 5b and 5d. While the agency plans to develop the forecasts in-house, consultant support may be needed in this first-time application of the new regional forecasting models developed in FY 2007. Direct expenses of \$10,000 have also been identified for purchasing a US forecast from a consultant, a required input to the agency regional forecasting models.

Task 7, External Support. Develop an integrated functional classification system between, WSDOT, PSRC, cities, and counties. A goal of the system development is the establishment of a common database and map representation of the region's classifications, accessible by all members, and updated as reviews are completed. This subtask is unfunded and not included in the budget as an expense or revenue. PSRC will seek funding to facilitate this project. A consultant contract may be required at an estimated \$100,000.

FUNCTION: Technical and Data Services

WORK ELEMENT: Geographic Information System (402)

OBJECTIVE:

To design and implement an integrated Geographic Information System database and application environment to support agency planning, forecasting, monitoring and reporting functions and to provide Geographic Information Systems support and data products for member jurisdictions and agency planning and implementation efforts.

MANDATES:

This work element provides the geographic information base and data integration to support regional technical assistance, data collection, data maintenance, forecasting, growth and transportation monitoring and modeling activities as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area** (Article VII), which requires transportation modeling capabilities to support development of the regional transportation plan and regional growth management strategy, and to carry out Regional Transportation Planning Organization (RTPO) functions. The Agreement also requires (Article VII D) the establishment and maintenance of a regional database to support development of *Destination 2030* and regional growth management strategy, and forecasting and monitoring economic, demographic, and travel conditions in the region.
2. **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU), which requires a comprehensive database to allow for a continuing, cooperative, and comprehensive planning process.
3. **Federal Clean Air Act** (42 USC Section 7401-7671q) and **Washington Clean Air Act** (RCW 70.94.37) which legislate federal and state requirements through Air Quality Conformity rules for Transportation Plans, Programs, and Projects.

MAJOR MILESTONES AND PRODUCTS:

1. Geodatabase Extension: Deploy Functional Re-Classification Tracking Process (March 2008)
2. Geodatabase Extension: Complete Quality Assurance/Quality Control and required updates to legacy data layers in geodatabase (March 2008)
3. Geodatabase Extension: Deploy Transportation and Land Use Layer Update Tools (January 2009)
4. *Destination 2030* Support: Project spatial features and database maintenance and update complete for use in 2010 Update to *Destination 2030* DEIS and public processes (June 2009)
5. *Destination 2030* Support: 2010 Update to *Destination 2030* web-enabled map interface ready to deploy (June 2009)
6. **Annual Progress Report (Tasks 1-3, August 2008, August 2009)**

REVENUES:

EXPENDITURES:

FHWA	\$608,671	Salaries & Benefits	\$979,808
FHWA Local Match	94,995	Overhead	513,747
FTA	200,000		
FTA Local Match	50,000		
FTA 5307	300,000		
FTA 5307 Local Match	75,000		
USGS LiDAR	25,000	Direct Cost	62,800
Carryover	142,417	Consultant	40,000
Local	100,273		
Total	\$1,596,356	Total	\$1,596,356

BUDGET COMPARISON:	FY 2008-2009	September Amended Supplemental FY 2006-2007
	\$1,596,356	\$1,588,998
FTE STAFFING COMPARISON:	FY 2008-20097	Supplemental FY 2006-2007
	5.37	5.08

INTERAGENCY STAFF INVOLVEMENT:
Regional Technical Forum, Regional Staff Committee

POLICY DIRECTION:
Executive Board

TASKS:

1. Internal Support

Spatial Data Maintenance and Update (subtask 1)

- a. Maintain, update, and revise designated spatial data layers to specified levels of geometric accuracy, attribute accuracy, and currency required for core PSRC business. This includes ongoing incorporation of data revisions and updates made by other agencies, and acquiring those revisions and updates on an appropriate schedule. It also includes establishment of formal and informal data sharing agreements where possible.

VISION 2020 Support (subtask 2)

- a. Provide and maintain a GIS database and application environment to support the update to VISION 2020, particularly maintenance, update, and support of the INDEX tool.
- b. Assist technical services and planning staff in the preparation of tables, maps and data analysis as needed.
- c. Expand environmental spatial data layers as required to support VISION 2020 environmental impact assessment.

Destination 2030 Support (subtask 3)

- a. Provide and maintain a GIS database and application environment to maintain and update Metropolitan Transportation System networks and attributes.
- b. Maintain *Destination 2030* capital improvement project geography.
- c. Design and create a Web-enabled map interface for the next *Destination 2030* update.
- d. Develop web accessible Park and Ride database to support inquiries from local jurisdictions.

TIP Support (subtask 4)

- a. Provide and maintain a GIS database and application environment to maintain and update Metropolitan Transportation System networks and attributes.
- b. Assist TIP team in maintaining Transportation Improvement Program capital improvement project geography.
- c. Maintain and enhance the Web-enabled map interface for the Transportation Improvement Program.
- d. Provide the technical solution to integrate TIP capital improvement projects with *Destination 2030* projects for purposes of TIP project selection criteria and *Destination 2030* implementation monitoring.

Regional Economic Strategy Support (subtask 5)

- a. Provide and maintain a GIS database and application environment to support the Economic Development District work program.
- b. Assist technical services and economic development staff in the preparation of tables, maps and data analysis as needed for Economic Plan and Prosperity Partnership.

Land Use Model Support (subtask 6)

- a. Provide and maintain a GIS database and application environment to maintain and update land use and demographic data to support the development and implementation of the UrbanSim land use allocation model in the central Puget Sound region.
- b. Integrate UrbanSim outputs with other Regional Council spatial data sets and data products in a 'loosely connected' design approach.
- c. Participate in development of the 2006 base year database including cleaning and analysis.
- d. Participate in decisions about future enhancements to UrbanSim.

Geodatabase Extension. (Subtask 7) Add functions and data to core systems previously scoped and implemented.

- a. Complete any implementation tasks carried over from the previous biennium.
- b. Complete the migration and Quality Assurance/Quality Control of legacy data layers into the Geodatabase.
- c. Design, implement, and deploy a user interface for general use by agency staff to access Geodatabase data layers and tables.
- d. Design, implement, and deploy Geodatabase elements that support the storage and use of transit ridership data (see task YY, dependant upon funding).
- e. Design, implement, and deploy organizational process and Geodatabase elements that support the federal functional reclassification process and its attendant data (see task 401.07, dependant upon funding).
- f. Design, implement, and deploy processes and tools that support efficient updates of transportation and land use data layer from data provided by member agencies. This will require consultant services costing \$25,000.
- g. Assess the need for additional software tools that support agency business needs. Possibilities include: integrated scenario management across the PSRC modeling suite, support for exchange and maintenance of model input and output data, and model output visualization and analysis.
- h. Train staff agency-wide in the use of the tools and data available for accessing Geodatabase data.
- i. Upgrade the existing agency interactive project data Web user interface to include *Destination 2030* project spatial and attribute data. This will coordinate with work under the Database Management Systems support task (900.03). This will require consulting services costing \$15,000 to establish appropriate server-side software systems at an appropriate Internet Service Provider (ISP). It is also likely to increase yearly costs for ISP support. Completion of this task depends upon other elements listed above.

2. External Support

Technical Assistance (subtask 1)

- a. Distribute standard and custom spatial data and products to users outside the Regional Council, both members and non-members.
- b. Maintain a data download section on the Regional Council Web site.
- c. Participate in state and regional efforts to establish spatial data frameworks and standards. Facilitate such efforts where appropriate, including participation in WATRANS (Transportation Framework) pilot effort in the Puget Sound Region. Provide in-kind technical assistance to implement WATRANS in the Region, including development of multiple data schema translators.
- d. Contribute regularly to the *Puget Sound Trends* and Regional Technical Forum.
- e. Provide contractual services to member jurisdictions and other agencies as specified in the data request policies.

- f. Assist data services staff with geocoding and other spatial data collection.
- g. Produce professional quality cartographic products.

Functional Classification

- a. Continue to coordinate with WSDOT Geographic Services and Transportation Planning Office to improve interagency communication and data exchange mechanisms for the maintenance and update of Federal Functional Classification of regional transportation facilities. This will include data framework provisions for tracking the petition process for functional classification designation changes.
- b. Provide in-kind technical assistance (GIS and Database Design) for creating and populating an updated Functional Class database using Geodatabase technology and detailed data interoperability translations within the pilot and subsequent regional expansion of the WA-TRANS Transportation Framework.

3. LiDAR. Puget Sound LiDAR Consortium management and support

- a. Provide consortium coordination and project management activities as per Consortium contract.
- b. Promote opportunities for collaboration in LIDAR data acquisition, funding and sharing..
- c. Perform qualitative analysis of data deliverables for quality assurance as per Consortium mission cost 5% specification.
- d. Cooperate with other Consortium members to distribute LIDAR and other high resolution topographic data.
- e. Investigate feasibility of LiDAR data applications in the region.

DISCUSSION:

All tasks support the Regional Council’s policy and planning responsibilities. The FY 2008-2009 Work Program continues progress towards a regionally integrated geographic data environment that will enable the various Regional Council projects and functions to efficiently share spatial data. Additional Enhancement, tuning and documentation of the geographic information system will greatly enhance both its internal utility and the agency’s ability to make its data and analysis methods available to member jurisdictions, state and federal funding agencies and the public.

PSRC GIS staff continues to actively participate in the development of a statewide transportation data framework, which, currently and during this work program, is being tested in a pilot study area in this region. The Washington Transportation Framework project (“WATRANS”), as designed, will greatly facilitate the sharing and integration of transportation data among regional council member jurisdictions at all levels of government. Some streamlining of the transportation portion of the Spatial Data Maintenance and Update subtask is expected by capitalizing on data exchange through the WATRANS framework. PSRC in-kind technical assistance includes coding of tools to translate PSRC and other jurisdiction transportation data into and out of the WATRANS framework.

The Geodatabase Extension task will require (a) consultant services of \$25,000 to design and deploy software tools that assist staff with the ongoing data maintenance tasks driven by member agency data providers publishing large-scale updates to data layers such as street centerlines and (b) consultant services of \$15,000 to support Internet Service Provider (ISP) system configuration necessary to enhancing PSRC Web site to include *Destination 2030* transportation project spatial and attribute data.

LiDAR is considered as a separate task due to a funding formula that specifies 5% of the overall cost of each mission undertaken through the Puget Sound LiDAR Consortium is dedicated to product quality assurance and control only, which is completed by GIS staff at PSRC.

POLICY DIRECTION:

Executive Board

TASKS:

1. Support internal planning activities.
 - a. Maintain current modeling scenarios using latest project descriptions and technical assumptions.
 - 1) Update road and transit networks using Transportation Improvement Program and Metropolitan Transportation Plan databases.
 - 2) Update land use inputs to latest available forecasts.
 - 3) Run model for all forecast years.
 - 4) Analyze future performance measures and output data for Air Quality Conformity analysis.
 - b. Support update to VISION 2020.
 - 1) Refine and perform future-year models runs for the Preferred Alternative.
 - 2) Prepare, compare, and interpret performance measures.
 - c. Support update to *Destination 2030*.
 - 1) Integrate Travel Model with Cost/Benefit Analysis.
 - 2) Use Integrated Transportation Database to create packages of projects for testing through the modeling process.
 - 3) Compare and analyze results.
 - d. Support the Puget Sound Regional Council's implementation of UrbanSim.
 - e. Support other internal projects (e.g. pricing, sub-area, Congestion Management Program, and centers analyses).
2. Support external planning activities.
 - a. Provide Technical Assistance to users of the Puget Sound Regional Council forecasts and to members developing local travel demand models that are derivatives of the Puget Sound Regional Council model (e.g. Washington State Department of Transportation, Washington State Ferries, City of Seattle, Bellevue-Kirkland-Redmond, and consultants working for other members).
 - b. Respond to requests for observed data, forecast data, and special-purpose model runs. This includes preparing extracts of Census journey-to-work data, traffic counts, and travel survey data; using the travel model to forecast future traffic volumes and transit ridership; and adapting the travel model to inputs and conditions specified by the requestor. Most of this work is included in membership dues, but requests from non-members or requests requiring significant extra work may require reimbursement.
 - c. Distribute transportation system data through Puget Sound Trends, contacts with the press, and other opportunities.
 - d. Participate in peer groups that support model development and applications (e.g. Transportation Research Board, EMME/2 Users' Group Annual Meeting, National Association of Regional Council's Travel Modeling sub-group, peer reviews at other Metropolitan Planning Organizations).
3. Maintain the current Travel Demand model.
 - a. Maintain the existing version of the model.
 - 1) Update modeling of capacities, speeds, transit routes, and non-motorized networks to reflect current conditions.
 - 2) Refine representation of trip making behavior by modifying trip rates, delay functions, transit coding, etc.
 - b. Validate the existing model to a new 2006 Base Year.

- 1) Prepare 2006 Base year database, including traffic counts, transit ridership, transit fares, population and employment for Transportation Analysis Zones, and observed travel behavior from the 2006 Household Travel Survey and the 2006 Washington State Ferry On-board Survey.
 - 2) Run the Travel Demand Model using the observed inputs.
 - 3) Compare the output results with the observed data.
 - 4) Prepare a report summarizing the Validation findings and recommending modifications to the model (if any are necessary).
4. Improve and enhance the capabilities of the current Travel Demand model.
- a. Consult with the Modeling sub-committee of the Regional Technical Forum to prioritize the necessary improvements, which may come from among:
 - Modify the Vehicle Availability Model
 - Update the Truck model
 - Refine coding of freeways to include ramps
 - Explicitly include delay at intersections in the representation of arterials
 - Update Trip Generation rates
 - Refine components of the model which affect cross-Sound trips
 - Modify the Time-of-Day model, including a possible shift in the definitions of the time periods
 - Explicitly model PM and Evening transit usage
 - Modify the representation of current and future transit service to reproduce route-level transit usage more accurately
 - Add other counties to the Regional Council's model coverage
 - b. Secure consultant assistance for the identified updates and modifications.
 - c. Document the changes and their effects on the forecasts in the updated Documentation to accompany the release of Version 2.0 of the Travel Demand Model.
5. Study and – where appropriate – implement new models of travel behavior.
- a. Improve the Travel Demand model's ability to interface with the analysis of potential pricing/toll concepts.
 - b. Explore the need for meso-scale simulation of travel and traffic for analyzing corridor-level traffic flow.
 - c. Develop a plan for creating and implementing a tour-based micro-simulation activity model at the Puget Sound Regional Council.
 - 1) Monitor the development of Activity models at other Metropolitan Planning Organizations.
 - 2) Prepare a report laying out a work plan for developing an Activity-based Travel Model using the 1999 and 2006 Household Activity surveys.
6. Transit Service Analysis Tool. In cooperation with transit agencies and WSDOT Office of Transit Management develop a tool to analyze transit service characteristics primarily within corridors in response to demographic and land use changes.

DISCUSSION:

The Puget Sound Regional Council's Travel Demand Model has proven to be a very useful tool for analyzing the impacts of future growth in this region under various scenarios for guiding that growth and providing additional transportation infrastructure. As the planning activities have included new concepts such as congestion pricing and a greater variety of transit services, new demands have been made on the Travel Demand Model to simulate the impacts of tolls, new forms of transit, and different

transit fare structures. The development of a new Metropolitan Transportation Plan in the years preceding 2010 will require analyses beyond the current capabilities of the Model.

Ongoing activities include adapting the model to the needs of specific planning projects, keeping the model current with the latest land use and transportation planning assumptions, and responding to requests for forecasts from both members and non-members. Staff will continue to be a resource to other local planning efforts and technical activities, and to participate in national meetings of peers in travel modeling, both to contribute to the state of the art and to ensure that the Regional Council's models remain at the forefront of the state of the practice.

In addition to the on-going expenses for software maintenance and updates (\$12,000 per biennium), tasks 4 and 5 each will require consultant assistance. These tasks are broken into three groups: committed projects that include tasks that will be undertaken; one task which is partially funded; and a menu of tasks from which PSRC will select based upon the priorities necessary to support transportation planning. The latter set will be prioritized at a later date when the full scope of the transportation plan is better known.

The committed tasks are described below and cost an estimated \$110,000 for consultants and \$40,000 for temporary staff:

- Update Trip Generation rates – Use the 2006 Household Activity Survey to examine sub-area generation rates of both Productions and Attractions, and make necessary changes to the current rates. This may include a slight modification of the Trip Generation model structure to include other variables such as density, or to include different rates by sub-area. (\$25,000)
- Modify the representation of current and future transit service to reproduce route-level transit usage more accurately. (\$20,000)
- Modify the Vehicle Availability model – Revise the current structure of the model using 2000 Census data and the 1999 and 2006 Household Surveys. Examine the way the output from this model is used in the rest of the model chain, and make improvements as recommended. (\$25,000)
- Explicitly model PM and Evening transit usage – include methods for coding transit routes for multiple time periods efficiently, and recommend ways to feed the results from these new transit assignments back into Trip Distribution and/or Mode Choice. (\$20,000 + \$10,000 for interns)
- Refine coding of freeways to include ramps – Using existing sources of data where possible, add links to the regional highway network to represent all individual ramps and weave lanes. Add additional delay functions where necessary. (\$20,000 for interns)
- Add other counties to the Regional Council's model coverage – Include current and future population and employment distributions, and transit and highway networks. (\$10,000 for interns)

The following task is partially funded. PSRC is actively seeking additional funds and partners.

- Improve the Travel Demand model's ability to interface with the analysis of potential pricing/toll concepts. (\$200,000)

The objective of the Transit Service Analysis Tool will be to identify areas, across the entire region, where direct point-to-point transit service, may prove beneficial in the future. Where such “deficiencies” exist, crude “sketch-planning” route characterizations could be coded into the travel demand model. This would allow “on-the-fly” adjustments to transit service within specific corridors using gross-level service allocation rules that respond to other changes in transportation supply and demand. The result of this exercise will be the identification of general types of transit service changes and their possible broad application within a highly individual corridor-planning environment. The analysis would not result in actual route planning, but would rather suggest beneficial approaches to service allocation that would then require detailed analysis by specific transit operators. This work will

require coordination and agreement with transit agencies on the role of the Regional Council in transit systems planning and how to best reflect conclusions in the update to *Destination 2030*. This task is dependent upon the improvements to the travel demand model and benefits from the 2006 Household Survey analysis. Consultant services would be required. This task is initially funded at \$25,000 in the proposed budget. Final cost is estimated to be between \$50,000 and \$150,000.

Additional model improvements may include one or more of the following; depending on priorities and funding above the \$50,000 currently budgeted.

- Update the Truck model – Re-examine and improve the method of generating truck trips from employment data. Examine forecasts in light of forecasts prepared independently by freight generators such as the Ports. Re-examine the relationships between Origins and Destinations, and the distribution of truck trips by time-of-day. (\$100,000)
- Refine components of the model which affect cross-Sound trips – Explore the relationships among Trip Generation, Trip Distribution, and the splitting of cross-Sound trips between the Narrows Bridge and the ferries; recommend modifications to the model structure to improve the representation of these trips, and implement the approved recommendations. (\$20,000)
- Modify the Time-of-Day model, including a possible shift in the definitions of the time periods. (\$20,000)
- Explore the need for meso-scale simulation of travel and traffic for analyzing corridor-level traffic flow. (\$40,000 including software)
- Develop a plan for creating and implementing a tour-based micro-simulation activity model at the Puget Sound Regional Council. (\$40,000)
- Explicitly include delay at intersections in the representation of arterials – Modify the coding of the arterial street system to include the type of traffic control and the presence of turn lanes at intersections. Use the intersection data as the principal input to the calculation of delay when traveling on arterials. (\$50,000)

Every project in this list is a response to a need expressed by members and consultants who attend the *ad hoc* modelers' sub-group of the Regional Technical Forum. All but the last two will improve the accuracy and responsiveness of the current Travel Demand Model in evaluating the impacts of decisions about the enhancement and operation of the region's transportation system. A significant number of these projects can be completed in time for the important analyses supporting the new long range plan scheduled for adoption in 2010. The last two projects reflect the Puget Sound Regional Council's intent to remain at the forefront of travel demand modeling practice.

FUNCTION: Administrative Services

WORK ELEMENT: Council Support (500)

OBJECTIVE:

To provide staff assistance to the Puget Sound Regional Council General Assembly, Executive Board, Operations Committee, and member jurisdictions.

MANDATES:

This work element provides for the support of numerous Regional Council functions as required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area**, which requires providing information and services to local governments, state and regional agencies, Indian tribes, community organizations, businesses, individuals, and other interested parties. This work also is mandated by numerous federal and state requirements for public information and involvement.

MAJOR MILESTONES AND PRODUCTS:

1. Regional Council General Assembly. (Task 1, *spring 2008, 2009*)
2. Meeting agendas, minutes, and supporting materials. (Tasks 1 through 5, *ongoing*)
3. Summary of Executive Board actions "At Work." (Task 2, *monthly*)
4. Regional Workshop and Resource Book for newly elected officials. (Task 8, *December 2005*)

REVENUES:

EXPENDITURES:

FHWA	\$1,313,541	Salaries & Benefits	1,042,152
FHWA Local Match	205,004	Overhead	546,436
Service Income	200,000	Direct Cost	160,677
Carryover	286		
Local	30,435		
Total	\$1,749,266	Total	\$1,749,266

BUDGET COMPARISON:

FY 2008-2009

September Amended
Supplemental FY 2006-2007

\$1,749,266

\$1,570,797

FTE STAFFING COMPARISON:

FY 2008-2009

Supplemental FY 2006-2007

2.92

2.89

INTERAGENCY STAFF INVOLVEMENT:

Regional Staff Committee and countywide planning organizations.

POLICY DIRECTION:

Executive Board and General Assembly

TASKS:

1. Provide assistance to the General Assembly.
2. Provide assistance to the Executive Board
3. Provide assistance to the Operations Committee.
4. Provide support for Executive Committee meetings.
5. Provide assistance to the Economic Development District Board.
6. Convene Regional Staff Committee at least quarterly.
7. Establish working relationships with member organizations' elected officials and staff and participate in countywide planning and decision processes.

8. Continue outreach to local governments, business and community organizations.
9. Conduct a regional workshop for newly elected officials and legislators.
10. Conduct legislative briefings and develop legislative positions.
11. Participate in the Association of Metropolitan Planning Organizations.

DISCUSSION: None

FUNCTION: Administrative Services

WORK ELEMENT: Government Relations and Communications (600)

OBJECTIVE:

To develop effective visual, written and electronic communications materials related to the Regional Council's activities and responsibilities, and assist the agency and its staff in reaching out to and effectively involving member jurisdictions, citizens and other interests throughout the region in Regional Council activities.

MANDATE:

This work element helps the Regional Council meet the requirements of the Council's adopted Public Participation Plan, as provided for in:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area**, which requires providing information and services to local governments, state and regional agencies, Indian tribes, community organizations, businesses, individuals, and other interested parties. This work is also mandated by applicable federal and state requirements for public information and involvement.
2. **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, which requires that a continuing, cooperative, and comprehensive planning process be maintained that results in an update of *Destination 2030* and programs for an integrated intermodal transportation system.

MAJOR MILESTONES AND PRODUCTS:

1. Monthly newsletter. (Task 3, *Monthly*)
2. Information materials. (Task 3, *Ongoing*)
3. News releases. (Task 11, *Ongoing*)
4. Annual report. (Task 3, *March 2006; March 2007*)
5. VISION 2020 Awards Program. (Task 5, *March 2006, March 2007*)

REVENUES:

EXPENDITURES:

FHWA	\$ 857,369	Salaries& Benefits	\$ 563,864
FHWA Local Match	133,809	Overhead	295,653
		Direct Cost	14,000
Carryover	157	Consultants	260,000
Local	142,182	Other	
Total	\$1,133,517	Total	\$1,133,517

BUDGET COMPARISON:

FY 2008-2009

September Amended
Supplemental FY 2006-2007

\$1,133,517

\$1,120,472

FTE STAFFING COMPARISON:

FY 2008-2009

Supplemental FY 2006-2007

2.49

2.55

INTERAGENCY STAFF INVOLVEMENT:

Regional Staff Committee

POLICY DIRECTION:

Executive Board

TASKS:

1. Develop and apply Regional Council publication standards; assist staff in editing documents and in planning presentations.
2. Prepare and carry out citizen participation plans providing for public involvement and education as appropriate; coordinate Agency's MPO and RTPPO requirements for citizen involvement. Continuously evaluate the effectiveness of public involvement and outreach strategies and make changes that reflect ongoing analysis of effectiveness. Actively seek citizen participation on appropriate PSRC committees and task forces.
3. Design, publish, and coordinate production of newsletters, newspaper supplements, brochures, maps, as well as other materials including registration materials and other graphics products as required; prepare visual presentations covering issues and projects; assist in development and enhancement of the Council's Web site.
4. Investigate partnership opportunities for coordinating and developing a program of periodic conferences or other events related to Regional Council responsibilities and regional priorities.
5. Conduct the Council's annual VISION 2020 Awards Program. Continue to actively promote VISION 2020 awards in a variety of media.
6. Maintain mailing lists of community, business, and special interest groups and disseminate newsletters and other information materials to these groups as appropriate.
7. Provide information to the public and officials on issues, projects, and Agency operations.
8. Assist internal staff communications as appropriate.
9. Create and maintain a professional image for the Regional Council; maintain a consistent, high level of quality in all communications.
10. Coordinate work of vendors for printing, production, reproduction, and mailing of Agency products; assist in maintaining vendor files and price lists.
11. Prepare and distribute news releases concerning actions and activities as appropriate.
12. Maintain contacts with the news media; arrange/coordinate press interviews and conferences with local officials and staff as appropriate; monitor press coverage.
13. Through the public involvement coordinator work with Federal Transit Administration and Federal Highway Administration staff to assure that the agency's public participation plan and public involvement strategies meet and exceed federal guidance relating to engaging traditionally underserved (minority and low income) communities, engaging people with limited English proficiency, disabled individuals, and native tribes. Continuously evaluate the effectiveness of strategies and make changes, as needed, to the agency's plan.

DISCUSSION:

PSRC is systematically and continuously evaluating the effectiveness of outreach strategies. The Government Relations and Communications function, through an "on call" contract seeks to enhance the Council's outreach in partnership with citizens, local and state governments, and the private sector. This contract will be increased by \$235,000 for work in FY 2008-2009.

This work element, in its support of the majority of PSRC's work elements in the agency's budget and work program, develops and refines products, thereby making them useable for Regional Council members, constituents and numerous interests around the region. Ensuring appropriate notice to citizens, agencies and others regarding Council activities, and engaging their participation in such activities, and providing opportunities for member jurisdictions to use Regional Council services are essential function of this element.

A Consultant contract (\$12,500/year) will be used to televise various Board meetings through local community access channels. (*Task 7*)

The increase in FTEs reflects the shift of communication and graphic staff back into this work element.

FUNCTION: Administrative Services

WORK ELEMENT: Administrative Support (900)

OBJECTIVE:

To develop and maintain an effective and responsive administrative program for the Regional Council that includes administering the budget and work program, and supporting the Agency's legal, personnel, contractual, computer operations, Information Center, office management, graphic design operations, mail and copy center, purchasing, and financial duties.

MANDATE:

This work element provides for the program development, administration and management of the Executive and Administrative Services required by:

1. **Interlocal Agreement for Regional Planning of the Central Puget Sound Area**, which requires providing information and services to local governments, state and regional agencies, Indian tribes, community organizations, businesses, individuals, and other interested parties. This work also is mandated by numerous federal and state requirements for public information and involvement.

MAJOR MILESTONES AND PRODUCTS:

1. Membership, grants, and project billings. (Task 2, *Ongoing*)
2. Monthly budget and work program reports. (Task 1, *Ongoing*)
3. Amend FY 2004 budget and work program. (Task 2, *September 2003*)
4. Prepare Supplemental FY 2004-2005 budget and work program with General Assembly. (Task 2, *March 2004*)
5. Staff retreat and review of agency vision statement. (*Date to be determined*) (Task 2g)
6. Develop FY 2006-2007 budget and work program. (Task 1b, *March 2005*)
7. Prior year annual financial statement. (Task 2e, *October 2003; October 2004*)
8. Prior year financial audit. (Task 2e, *January 2003; January 2004*)
9. Annual Progress Report. (Task 1, *August 2003; August 2004*)
10. Disadvantaged Business Plan update. (Task 2c, *July 2004; April 2005*)
11. Staff training to enhance agency capabilities. (Task 2f, *Ongoing*)
12. Remote access and wireless assessment (Task 3c, *September 2007*)
13. Electronic file management (Task 3c, *January 2008*)
14. Desktop replacement (Task 3c, *June 2008*)

ALLOCATED EXPENDITURES:

	Salaries & Benefits	3,153,559
	Overhead	0
	Direct Costs	2,947,074
	Consultant	65,000
	Total	\$6,165,633

BUDGET COMPARISON:	FY 2008-2009	September Amended
	\$6,165,633	Supplemental FY 2006-2007
		\$5,518,275
FTE STAFFING COMPARISON:	FY 2008-2009	Supplemental FY 2006-2007
	15.48	14.75

INTERAGENCY STAFF INVOLVEMENT:

Regional Staff Committee, as appropriate

POLICY DIRECTION:

Executive Board and Operations Committee

TASKS:

1. Program Development and Management
 - a. Prepare and adopt administrative recommendations that improve the operational relationship of the Regional Council with members, businesses, community organizations, and the public.
 - b. Develop and prepare the two year budget, detailed project milestones, progress reports, dues schedule, and related documentation.
 - c. Provide internal administrative support services, including all aspects of human resource management such as recruitment, staff assignment and evaluation; develop and process interagency agreements; manage consultant selection, contract negotiation, and contract performance; and assure agency compliance with appropriate rules, regulations, and conditions.
2. Administration, Legal and Financial Management
 - a. Monitor contracts with federal and state agencies; ensure agency compliance with regulations; and maintain liaison with federal, state, and local officials and state auditors.
 - b. Provide internal legal support service required by the Regional Council, including such activities as drafting and/or reviewing all agency legal documents, providing legal counsel to ensure Regional Council carries out the role and responsibility as the designated Metropolitan Planning Organization and Regional Transportation Planning Organization under federal and state law.
 - c. Review and analyze proposed state and federal legislation and regulations affecting Regional Council responsibility.
 - d. Facilitate process, preparation and amendments of the agency's two year operating budget and work program.
 - e. Prepare, monitor and report financial operations, including organizational cash flow, disbursement of payments to contractors, and investment of Agency funds.
 - f. Maintain and implement the agency's personnel, recruitment, compensation and training programs, and the Agency's Affirmative Action Plan.
 - g. Develop agenda/program for staff retreat.
 - h. Coordinate Title VI reporting, including actions in response to FHWA and FTA's certification report.
3. Technology and Information Systems

With the adoption of a Technology Plan in March 2006, the agency has taken a strategic and planned approach to technology and information systems. Several technology initiatives identified in that plan were implemented during Fiscal Year 2007 and move to an operational stage with the beginning of the Fiscal Years 2008-2009 biennium. As a result of this reorientation, the primary tasks of this function are described as implementing the technology plan rather than "operations" as in past work programs.

Implementing the vision of the technology plan breaks down into three principal task areas: Operations and maintenance of the computer network and systems, Help Desk assistance and troubleshooting, and implementing new technology initiatives as identified in the Technology Plan.

- a. Information Systems Operations and Maintenance

Keep the agency voice and data network in efficient and reliable working order, coordinate the purchasing of technology-related hardware, software, and supplies, and maintain a supply inventory necessary for operations. Install and maintain computer-based hardware and software for internal as well as external communications, including development of Internet access, a Council Web site, telecommuting, computer-based and interagency data exchange.
- b. Computer Help Desk

Provide support for staff computer usage by assisting, consulting, training, troubleshooting and programming. Provide technical support for maintenance of the Council's Web site.
- c. New Technology Initiatives

Implement technology initiatives outlined in the Technology Plan: plan, evaluate, recommend, install and maintain computer and computer-related hardware, operating systems, and software. Recruit and manage professional consultants as needed to implement new technologies.

 - 1) Technology to enable mobile "work from anywhere" computing (portable computers, remote network access, etc.) Network software costs estimated at \$5,000.

This will require configuration changes to the network, principally in the area of security, and the purchase of software. Timing is dependent initially on completion of the LAN migration project and then upon prioritization of staff resources. The work is essentially invisible until complete.
 - 2) Wireless network and Internet access from within the PSRC offices. Estimate \$5,000 to include appropriate security systems.

This also will require configuration changes to the network as well as installation of minor hardware and software. Since wireless access physically opens our network to access potentially by anyone nearby, special emphasis will need to be placed on network security. Timing considerations are the same as for remote network access.
 - 3) Electronic file/document management. This is a new project the scope of which has not yet been determined. Software and consulting costs are estimated at \$35,000 which, depreciated over 5 years would be \$7,000 per year.

This project involves a significant learning curve for both Information Systems and other PSRC staff. There are technical considerations (e.g. how to automate management of data files, including email), regulatory considerations (document retention, etc.) and procedural/training issues (e.g. retaining emails, document version control procedures).
 - 4) Desktop computer replacement: The existing computers were purchased in 2003. Replacement cost is estimated at \$100,000 which, depreciated over 5 years would be \$20,000 per year. The Technology Plan anticipates replacement in Fiscal 2008.

Some staff may prefer a laptop as an alternative to a standard desktop computer. Prior to making a purchase, Information Systems staff will need to assess this need and propose a mix of fixed and mobile devices.
- d. Database Maintenance, Support, and Upgrades. Support, maintain, back up, and upgrade existing relational database management systems including: *Destination 2030* Project Database User Interface, SQL Server, and script toolkits.
 - 1) SQL Server administration: Maintain, back up, and support databases and associated middleware in the SQL Server.
 - 2) *Destination 2030* project database administration: Maintain, back up, and enhance the database and user interface.
 - 3) Support TIP database enhancements: Provide server-side development and consultation to support TIP data system upgrades.
 - 4) Enhance and maintain agency Geocoding services, scripts, and technical systems.

- 5) See Geodatabase Extension in work element 203 for subtasks concerning Geodatabase-Relational Database integration.

Direct Costs:

Carry same amounts as last year for software, HW/SW maintenance, etc. New direct costs of \$145,000, if depreciated, \$37,000.

4. Information Center

- a. Facilitate public access to agency information.
 - 1) Answer reference questions about the agency and its research for the public, members, businesses, and community organizations.
 - 2) Respond to Public Disclosure Act and Freedom of Information Act requests.
 - 3) Maintain files of agency documents for public review.
 - 4) Maintain network of local libraries for disseminating agency materials.
 - 5) Distribute agency products.
- b. Provide research support.
 - 1) Support the work of staff by conducting research using the Internet, printed matter, local library collections, or other sources.
 - 2) Serve as resource for staff, Executive Board, and General Assembly on parliamentary questions, legislative tracking, public disclosure issues, and other matters as needed.
 - 3) Provide training in research tools and orientations for new staff.
- c. Initiate and support outreach activities to the public, members, businesses, and community organizations.
 - 1) Support agency outreach activities with displays, publications, and information as needed.
 - 2) Initiate and support outreach activities to increase awareness of agency products.
 - 3) Develop and maintain database of the agency's outreach efforts.
 - 4) Supply Information Center usage statistics for outreach database.
 - 5) Proofread and edit publications disseminated to the public.
- d. Initiate and support agency Internet/Intranet activities.
 - 1) Plan, implement, and maintain agency websites, psrc.org and prosperitypartnership.org.
 - 2) Develop and maintain agency Intranet.
 - 3) Facilitate staff access to the Internet through software acquisition and installation, training, and publications.
 - 4) Assist in developing content for the agency's website.
- e. Manage the operation of the Information Center.
 - 1) Develop plans and policies.
 - 2) Acquire, catalog, and circulate documents for agency staff.
 - 3) Develop and maintain databases of agency materials for staff access.
 - 4) Manage agency products.
 - 5) Manage book collection through reclassification, inventory, and weeding.
- f. Plan and implement agency's Records Management program.
 - 1) Follow state records retention schedules and disposition of obsolete records.
 - 2) Oversee removal of noncurrent records from active office storage.
 - 3) Transfer historically valuable records to the State Archives system.
 - 4) Support staff records management activities.
 - 5) Maintain records databases.
- g. Implement agency's Communications Platform.

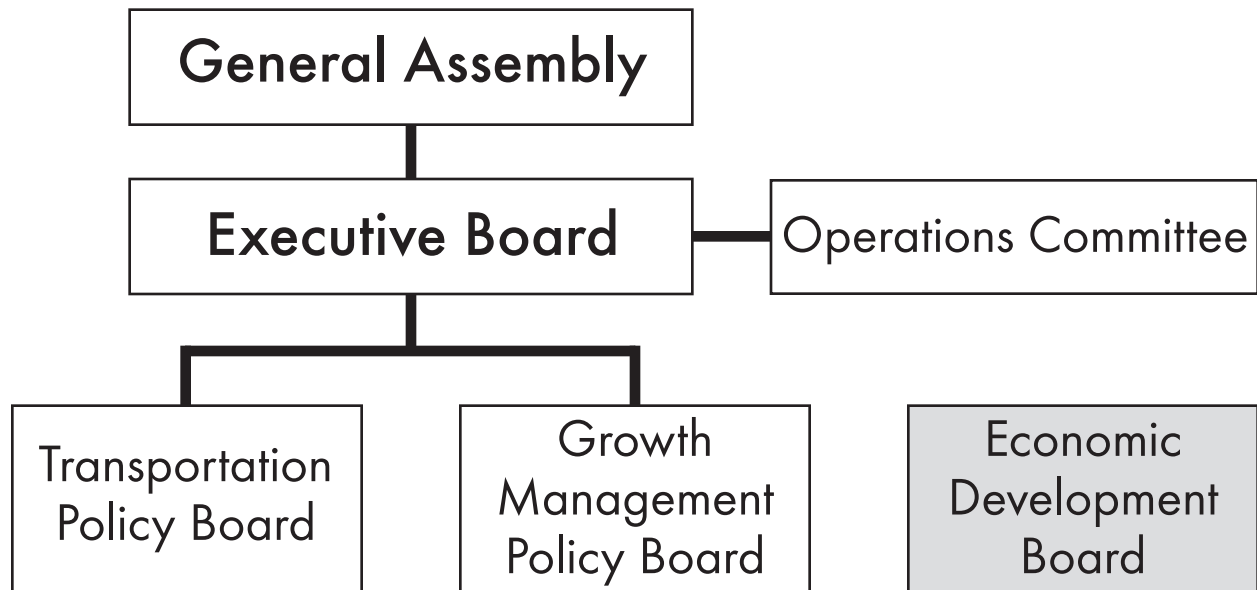
DISCUSSION:

Continue the work developed in FY 05 “Visioning” excise for information systems and in this phase of work integrate the discrete technology functions within PSRC to support the overall agency mission and business practice. Consultant cost of \$7,500

Appendix A

Puget Sound Regional Council Committee Structure

Committee Structure



Appendix B

Puget Sound Regional Council

Biennial Budget and Work Program Development Key Dates
Proposed Puget Sound Regional Council FY 2008 and 2009 Dues Assessment
Fiscal 2008 – 2009 Unified Planning Work Programs (UPWP) Emphasis Areas

PROPOSED FY 2008-2009 BIENNIAL BUDGET & WORK PROGRAM
DEVELOPMENT KEY DATES

October 4, 2006	Chair of Operations Committee is given a preliminary draft of the budget process, schedule and initial budget assumptions.
October 23, 2006	Executive Cabinet begins discussion on proposed budget schedule and deadlines, initial budget assumptions, and outline of work program elements and format.
October 26, 2006	Operations Committee reviews budget assumptions and overall budget process and schedule. Executive Committee reviews the budget process, schedule and initial budget assumptions.
October 31, 2006	Discuss proposed budget assumptions and schedule at all staff meeting.
November 1 – 15, 2006	Executive Cabinet meets with project leads and program managers to discuss individual work element narratives, review the budget assumptions and review the initial revenue and expenditure projections. Staff describes the major tasks proposed over the next two years.
November 15, 2006	Work element narrative and financial information is due. Department Director signs off on individual work elements.
November 20, 2006	Executive Cabinet and Program Managers receive copy of Internal Draft Budget to review with their project leads.
November 30, 2006	Operations Committee reviews FY 2008-09 initial primary programs, initial estimates of revenues and expenditures and overall budget process with key dates and schedule.
December 8, 2006	Department Directors comments on Internal Draft budget are due to CFO.
December 15, 2006	Directors receive revised Final Internal Draft Budget and Work Program.
January 2007	Article in Regional View outlining Work Program and Budget including process, schedule, budget assumptions etc.
January 2, 2007	Begin production of Internal Draft Biennial Budget and Work Program.
January 19, 2007	Mail front portion of Draft Budget and Work Program to Operations Committee

PROPOSED FY 2008-2009 BIENNIAL BUDGET & WORK PROGRAM
DEVELOPMENT KEY DATES

January 25, 2007	Operations Committee receives and reviews full Draft Budget and Work Program and briefs Executive Board on Budget and Work Program. Staff authorized to release Draft Budget and Work Program. Includes mailing to PSRC Policy Boards, the Regional Staff Committee, member jurisdictions, countywide planning agencies, state and federal funding agencies and other interested parties.
February 8, 2007	Transportation Policy Board & Growth Management Policy Board review Draft Budget and Work Program, forward comments to Operations committee for consideration on February 22.
February 9, 2007	Production of Draft Budget and Work Program begins.
February 2007	Article in Regional View
February - March, 2007	Staff meets with federal and state funding agencies on Draft Budget and Work Program comments given to Operations Committee.
March 12, 2007	General Assembly Agenda including Final Draft Budget and Work Program mailed.
March 22, 2007	Operations Committee submits Draft Budget and Work program and any additional changes to Executive Board. Executive Board transmits Final Draft Budget including revisions to General Assembly.
April 5, 2007	General Assembly acts on final Draft Budget.
May (TBD), 2007	Final Budget and Work Program submitted to federal and state funding agencies.
April – June 2007	Regional Council staff works with state and federal funding agencies on grant applications that support Budget and Work Program, status reports on the progress are given to the Operations Committee and executive Board as needed.
July 1, 2007	Biennial Work Program and Budget begins.

**PROPOSED COMBINED PSRC AND CPSEDD
DUES PROJECTED FOR FY 2008-2009**

	Projected FY2008 Dues			Projected FY2009 Dues		
	PSRC FY 2008 DUES	CPSEDD FY 2008 DUES	Total FY 2008 Dues	PSRC FY 2009 DUES	CPSEDD FY 2009 DUES	Total FY 2009 Dues
	UNINCORPORATED COUNTIES					
King	125,662	10,788	136,450	131,945	11,327	143,273
Kitsap	48,809	4,190	52,999	51,250	4,399	55,649
Pierce	98,017	8,414	106,431	102,918	8,835	111,753
Snohomish	97,622	8,380	106,002	102,503	8,799	111,302
TOTAL COUNTIES	370,110	31,772	401,882	388,615	33,361	421,976
CITY MEMBERSHIPS						
Algona	487	43	530	512	45	557
Arlington	4,732	406	5,138	4,968	427	5,395
Auburn*	15,275	1,311	16,586	16,039	1,377	17,416
Bainbridge Island	10,310	885	11,195	10,825	929	11,755
Beaux Arts	166	14	180	175	15	190
Bellevue	52,677	4,973	57,650	55,311	5,221	60,532
Bonney Lake	4,530	389	4,919	4,756	408	5,165
Bothell*	12,590	1,081	13,670	13,219	1,135	14,354
Bremerton	9,088	780	9,868	9,542	819	10,361
Buckley	1,183	102	1,284	1,242	107	1,348
Burien	9,599	824	10,423	10,079	865	10,944
Clyde Hill	487	43	530	512	45	557
Covington	4,943	413	5,356	5,190	434	5,624
Des Moines	7,525	629	8,154	7,901	661	8,562
Du Pont	2,175	187	2,362	2,284	196	2,480
Duvall	1,877	161	2,038	1,971	169	2,140
Eatonville	487	43	530	512	45	557
Edgewood	2,950	253	3,204	3,098	266	3,364
Edmonds	14,235	1,222	15,456	14,946	1,283	16,229
Enumclaw	3,068	289	3,356	3,221	303	3,524
Everett	30,318	2,603	32,920	31,833	2,733	34,566
Federal Way	24,498	2,103	26,601	25,723	2,208	27,931
Fife	2,781	239	3,020	2,920	251	3,171
Fircrest	1,819	156	1,975	1,910	164	2,074
Gig Harbor	2,739	235	2,974	2,876	247	3,123
Granite Falls	487	43	530	512	45	557
Hunts Point	487	43	530	512	45	557
Issaquah	8,432	724	9,155	8,853	760	9,613
Kenmore	6,535	561	7,096	6,862	589	7,451
Kent	27,287	2,342	29,630	28,652	2,460	31,111
Kirkland	20,007	1,717	21,724	21,007	1,803	22,810
Lake Forest Pk	4,642	398	5,040	4,874	418	5,292
Lake Stevens	2,223	176	2,399	2,335	184	2,519
Lakewood	15,865	1,362	17,227	16,658	1,430	18,088
Lynnwood	11,365	976	12,340	11,933	1,024	12,957
Maple Valley	5,690	488	6,178	5,974	513	6,487
Marysville	9,045	776	9,821	9,497	815	10,312
Medina	487	43	530	512	45	557
Mercer Island	13,387	1,149	14,536	14,056	1,207	15,263
Mill Creek	5,455	468	5,923	5,728	492	6,220
Milton*	1,854	161	2,014	1,946	169	2,115
Monroe	4,587	394	4,980	4,816	413	5,229
Mountlake Terrace	5,818	499	6,318	6,109	524	6,634
Mukilteo	7,161	615	7,775	7,519	645	8,164
Newcastle	3,656	323	3,979	3,839	339	4,178
North Bend	1,568	135	1,703	1,646	141	1,788
Orting	1,401	119	1,520	1,471	125	1,596
Pacific*	1,609	146	1,755	1,689	153	1,842
Port Orchard	2,208	190	2,397	2,318	199	2,517
Poulsbo	2,502	215	2,717	2,627	225	2,852
Puyallup	10,753	923	11,676	11,290	969	12,260
Redmond	22,532	1,934	24,466	23,658	2,031	25,689
Renton	19,873	1,706	21,579	20,867	1,791	22,658
Ruston	227	19	246	238	20	259

**PROPOSED COMBINED PSRC AND CPSEDD
DUES PROJECTED FOR FY 2008-2009**

	Projected FY2008 Dues			Projected FY2009 Dues		
	PSRC FY 2008	CPSEDD FY 2008	Total FY 2008	PSRC FY 2009	CPSEDD FY 2009	Total FY 2009
	DUES	DUES	Dues	DUES	DUES	Dues
Sammamish	16,490	1,416	17,906	17,315	1,486	18,801
SeaTac	9,188	789	9,976	9,647	828	10,475
Seattle	228,581	21,382	249,963	240,010	22,452	262,461
Shoreline	17,163	1,473	18,636	18,021	1,547	19,568
Skykomish	63	5	68	66	6	72
Snohomish	2,613	224	2,838	2,744	236	2,979
Snoqualmie	3,010	258	3,268	3,161	271	3,432
Stanwood	1,504	129	1,633	1,579	136	1,714
Steilacoom	1,816	156	1,972	1,907	164	2,070
Sultan	487	43	530	512	45	557
Sumner	3,349	288	3,637	3,517	302	3,819
Tacoma	55,155	4,735	59,890	57,913	4,971	62,884
Tukwila	7,987	686	8,672	8,386	720	9,106
University Place	8,773	753	9,526	9,211	791	10,002
Woodinville	2,098	180	2,278	2,203	189	2,392
Woodway	487	43	530	512	45	557
Yarrow Point	487	43	530	512	45	557
TOTAL CITIES	796,930	70,632	867,562	836,777	74,164	910,940
Indian Tribe Members						
The Suquamish Tribe	487	43	530	511	45	557
Muckleshoot Indian Tribal Council	487	43	530	511	45	557
TOTAL INDIAN MEMBERS	974	86	1,060	2,556	1,624	2,647
Total COUNTY, CITIES & INDIAN TRIBES	1,168,501	102,533	1,270,504	1,226,926	107,660	1,334,587
ASSOCIATE MEMBERS **						
Island County	487	43	530	511	45	557
Thurston Regional Planning Council	487	43	530	511	45	557
The Snoqualmie Tribe	487	43	530	511	45	557
Puyallup Indian Tribe	487	43	530	511	45	557
Tulalip Tribes	487	43	530	511	45	557
UW, Evans School of Public Affairs	487	43	530	511	45	557
TOTAL ASSOCIATE MEMBERS	5,357	2,693	5,615	5,503	2,706	5,775
STATUTORY MEMBERS **						
Port of Bremerton	3,361	296	3,657	3,529	311	3,840
Port of Seattle	12,223	1,077	13,300	12,834	1,131	13,966
Port of Tacoma	61,114	5,387	66,501	64,170	5,657	69,826
Port of Everett	36,669	3,232	39,901	38,502	3,394	41,897
State Transp. Commission	6,112	539	6,650	6,417	566	6,983
TOTAL STATUTORY MEMBERS	119,479	10,532	130,011	125,453	11,059	136,511
TOTAL DUES	1,293,337	115,758	1,406,130	1,357,881	121,424	1,476,872

Note: ** Reflects No Change in Associate and Statutory Member Dues

(Includes new membership of Muckleshoot and Suquamish Indian Tribes)

Source for Information: Assessed Valuation: County Assessor's 2003 Assessed Values for 2004 Taxes

Population: State of Washington - Office of Financial Management as of 06/30/2004

Appendix C

Puget Sound Regional Council Metropolitan Transportation Planning Process
Unified Planning Work Program (UPWP)

PSRC's Metropolitan Transportation Planning Process Unified Planning Work Program (UPWP)

As part of the Metropolitan Transportation Planning process, federal regulations require Metropolitan Planning Organizations (MPOs) such as the Puget Sound Regional Council (PSRC), in cooperation with the state and operators of publicly owned transit, to maintain a Unified Planning Work Program (UPWP) for the identified planning area (Planning Regulation 23, CFR, Part 450, Subpart C). The majority of elements required in PSRC's UPWP are included in previous sections of the PSRC's Budget and Work Program document. The remainder are identified or referenced in this document.

PSRC as Coordinating Agency

PSRC was created as an association of governments that came together through the agency's interlocal agreements to work on issues of regional significance. PSRC serves in a coordinating capacity, and supports the activities of local governments, state transportation agencies, and local and regional transit providers through cooperative regional planning. PSRC also serves as a center for the collection, analysis, and dissemination of information vital to citizens and governments in the region by providing baseline population, employment, and transportation forecasts that are used by local agencies as part of their planning activities. Federal laws require the establishment of Metropolitan Planning Organizations (MPOs) in major metropolitan areas around the country to work on regional transportation issues. Each of the four counties – King, Kitsap, Pierce, and Snohomish – are required to be members of an MPO. The governor designates the actual boundaries of the MPO.

Interlocal Agreements

PSRC develops and maintains interlocal agreements (memorandums of understanding or MOAs) with local and state entities to define responsibilities and procedures between the MPO, state, and transit operators for planning (including corridor and subarea studies) and programming (project selection), as well as between the MPO and State Implementation Plan development agencies for air quality planning responsibilities. PSRC currently maintains the following interlocal agreements relevant to the UPWP:

- MOA for Transportation Planning Coordination and Cooperation between the Puget Sound Regional Council and the Washington State Department of Transportation (WSDOT). Effective December 3, 1996.
- MOA Implementing the Transportation Equity Act for the 21st Century (TEA-21) between the Puget Sound Regional Council, the Puget Sound Clean Air Agency, and the Washington State Department of Ecology. This MOA establishes responsibilities for the development of the Puget Sound region's air quality maintenance plan and the preparation of air quality conformity analyses. Effective December 2001.
- MOU for Planning Coordination and Cooperation between the Puget Sound Regional Council and Regional Transit Authority; Snohomish County Public Transportation Benefit Area Corporation; City of Everett, Transportation Services; King County Department of Transportation; Kitsap County Public Transportation Benefit Area Authority, City of Seattle and Pierce County Public Transportation Benefit Area Authority Effective September 2006.

The entities and agencies listed above all engage in ongoing coordination regarding regionally significant planning activities, and provide staff expertise to each other as needed.

Interagency Coordination through PSRC's Boards

In addition to the four counties of King, Kitsap, Pierce, and Snohomish, PSRC's members include 70 cities and towns in the region, the Muckleshoot Tribal Council, and the Suquamish Tribe. Statutory members include the three port authorities of Everett, Seattle, and Tacoma; WSDOT; and the Washington State Transportation Commission. Associate members include the Puyallup Tribe of Indians and the Tulalip Tribes, the Port of Bremerton, Island County, Thurston Regional Planning Council, and the University of Washington's Daniel J. Evans School of Public Affairs. PSRC is governed by a General Assembly and Executive Board. The Growth Management and Transportation Policy Boards advise the Executive Board. The Central Puget Sound Economic Development District Board also coordinates with the Executive Board on matters of economic development in the region. The boards include all agencies responsible for regional transportation planning, and discussions by the boards include conversations about major regional transportation planning efforts. In addition, fifty percent of the county and city elected officials who serve on PSRC's Executive Board must also serve on transit boards.

All PSRC member jurisdictions and agencies are members of the General Assembly, with votes allocated based on population as indicated in PSRC's Bylaws. Member jurisdictions and agencies are represented at the Assembly by elected officials from the executive and legislative branches of member cities, towns, and counties; port commissioners; tribal council members; and representatives of member state transportation agencies. The Assembly meets at least annually, usually in March, and votes on key Executive Board recommendations, such as those concerning the annual budget and major policy documents.

Executive Board members are appointed by their General Assembly constituents to represent the member governments. The Board is chaired by the PSRC president and carries out delegated powers and responsibilities between meetings of the General Assembly. It generally meets on the fourth Thursday of each month. The Growth Management and Transportation Policy Boards include representatives of PSRC's member jurisdictions, the Puget Sound Clean Air Agency, and other appropriate representatives of regional business, the state legislature, labor, civic, and environmental groups. These boards generally meet the second Thursday of each month.

PSRC also coordinates with and relies on the work of other key technical advisory committees and countywide groups. The countywide groups include the following:

- Kitsap Regional Coordinating Council
- Pierce County Regional Council
- Snohomish County Tomorrow Steering Committee
- Eastside Transportation Program (King County)
- South County Area Transportation Board (King County)
- SeaShore Transportation Forum (King County)

PSRC staff also has regular monthly meetings with staff from Sound Transit and with the Regional Transportation Investment District (RTID).

Coordination in Developing the UPWP

In addition to the ongoing coordination between PSRC and other entities undertaking transportation planning activities in the region, formal coordination occurs through the development and maintenance of *Destination 2030* (the regional transportation plan), the *Regional Transportation Improvement Program* (TIP), the UPWP, and study committees. For more information, please refer to element 102 (Regional Transportation Planning and Growth Strategies) of the Budget and Work Program.

In terms of developing this specific UPWP, PSRC led the effort by meeting with staff of WSDOT, Sound Transit, the Puget Sound Clean Air Agency, and other groups. PSRC also requested information and text regarding regionally significant transportation planning. In addition, each group was given the opportunity to review the text before it was finalized.

Regional Planning Priorities

The primary planning priority facing the central Puget Sound region continues to be the maintenance and refinement of the regional transportation and financial plan, as well as the programming of transportation investments, to most effectively achieve the policies adopted in *Destination 2030*, the region's Metropolitan Transportation Plan (MTP). PSRC recently completed an update to *Destination 2030* in April of 2007 as outlined in the budget and work program. PSRC has also begun the major update to *Destination 2030*, currently anticipated to be adopted in 2010. PSRC is also currently updating VISION 2020, the growth management, economic, and transportation strategy for the region. Work on the update is expected to be completed in March 2008. Work related to these regional planning priorities is represented throughout PSRC's Budget and Work Program, with greatest emphasis in element 102 (Regional Transportation Planning and Growth Strategies).

Regionally Significant Transportation Planning

The UPWP of MPOs such as PSRC is required to include the following:

- Documentation of planning activities to be performed with funds provided under Title 23, USC, and the Federal Transit Act.
- A description of all metropolitan transportation and transportation-related air quality planning activities (including the corridor and subarea studies discussed in §450.318) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities.

These descriptions should include who will perform the work, the schedule for completing it, and products to be produced. The following text describes regionally significant transportation planning activities in the central Puget Sound region.

Transportation Planning Using Federal Funds

Attached is a list of all planning activities programmed in the 2007-2010 Regional Transportation

Improvement Program (TIP) to receive federal funds. The Regional TIP is a four year program of projects that is developed through the regional decision-making process, maintained by PSRC, and updated every three years. Under federal and state legislation, the Regional TIP is required to include all of the region's transportation projects requesting federal transportation funding under Title 23 CFR (Highways) and 49 CFR (Transit), as well as all non-federally funded, regionally significant projects. For more information on any of the projects or programs in the attached list, please refer to the specific entry in the Regional TIP, available at www.psrc.org/projects/tip/currenttip/index.htm.

PSRC receives several types of federal funds available through programs established by SAFETEA-LU for transportation projects and programs in the central Puget Sound region. SAFETEA-LU requires the region to develop a funding recommendation and allocation program to identify, prioritize, and make decisions regarding the funding of transportation projects consistent with the region's long-range Metropolitan Transportation Plan, *Destination 2030*. Overall guidance for the allocation and programming of PSRC funds is provided by VISION 2020, *Destination 2030*, and local comprehensive plans as required by the state Growth Management Act. In addition, PSRC is required by SAFETEA-LU to maintain a board-adopted document providing more specific policy direction, guidance, and procedures for recommending projects to receive PSRC funds. The *Policy Framework for PSRC's Project Selection Process* serves this purpose.

The framework is updated and adopted prior to PSRC's triennial project recommendation process and corresponding development of a new Regional TIP. The document includes policies and procedures for the recommendation process, as well as the funding estimates available for programming. The most recent version of the Policy Framework was adopted by the Executive Board on February 23, 2006 and revised on April 27, 2006, and is available at <http://www.psrc.org/projects/tip/selection/2006/2006policyframework.pdf>. Projects selected to receive PSRC's funds were recommended using the process outlined in the framework, which includes extensive collaboration with local governments, transit agencies, WSDOT, and PSRC. For more information, please refer to the section of the Regional TIP titled "Development of the Draft 2007-2010 Regional TIP and PSRC's 2006 Project Recommendation and Selection Process," available at <http://www.psrc.org/projects/tip/index.htm>.

PSRC's Transportation Planning

The budget and work program includes a description of PSRC's planning activities. The main emphasis for the next three years will be updating the region's plan, *Destination 2030*. This effort will include updating travel information and data, incorporating least cost/benefit cost analysis, project prioritization, and formal incorporation of the CMP, while providing opportunities for public involvement. Please refer to element 102 (Regional Transportation Planning and Growth Strategies) of the PSRC work program for a full description of the update and other transportation planning activities.

Transportation Planning by Other Agencies

Additional planning activities for the central Puget Sound region, beyond those included in the Regional TIP and identified in the PSRC budget and work program, are undertaken by a number of agencies. One of PSRC's primary roles as an MPO and Regional Transportation Planning Organization (RTPO) is to coordinate these regional planning activities between the participating jurisdictions, agencies, and interest groups to help ensure the optimal use of limited local, state, and federal resources. The

following sections summarize regionally significant transportation planning activities by other agencies in the region and include a description of PSRC's corresponding roles.

WSDOT's Urban Planning Office:

WSDOT Urban Planning Office – Chris Picard, Manager – The Urban Planning Office (UPO – formerly known as the Planning & Policy Office and before that, as the Office of Urban Mobility) was established by the legislature in 1992 to ensure WSDOT representation and participation in regional transportation decision-making in the Central Puget Sound Region. The UPO is charged with WSDOT's transportation planning and strategy development within King, Kitsap, Pierce, and Snohomish Counties. The four-county area coincides with the member counties of the Puget Sound Regional Council. The four-county area also spans two WSDOT regions and includes most operations of the nation's largest ferry system. The UPO provides the region's MPO with direct and consistent WSDOT representation.

UPO represents the state as the owner and operator of the major portion of the regional transportation network, and provides leadership and advocacy towards implementing a balanced transportation network by:

- Planning for transportation improvements to accommodate a variety of travel modes including transit, carpools, freight, general-purpose highway, and non-motorized travel.
- Coordinating with local agencies, sub-area transportation forums, the Puget Sound Regional Council (PSRC), and other designated transportation providers (e.g. Sound Transit) to determine the most cost effective transportation investments to make on the state highway system.
- Improving the performance of the existing highway system through the implementation of new technology and the development of congestion pricing/tolling strategies.
- Coordinating highway facility planning between the Olympic Region, the Northwest Region, the Urban Corridors Office, local agencies, and the PSRC.

The work program performed by the UPO can be described in seven major goal statements:

1. Advocate the interests of the state in regional transportation decisions.
2. Participate in the development of congestion pricing/tolling strategies for the Central Puget Sound region and an implementation plan for advancing those strategies.
3. Develop a comprehensive action plan for completion and management of a connected, effective, and realistic HOV system in the Central Puget Sound region.
4. Develop corridor plans that identify existing and future deficiencies on a specific state highway or state highway segment, determine strategies to address the deficiencies and develop prioritized plans for implementing the identified improvement strategies.
5. Provide reliable technical analysis of corridor problems and solutions.
6. Provide long-range travel demand forecasts and technical expertise in the preparation of Access Point Decision Reports (APDR) in support of NW Region and UCO project development.

7. Provide coordination opportunities between the two WSDOT regions, the Urban Corridors Office, Washington State Ferries, local agencies, and the PSRC to work through issues of mutual concern.

The geographic area covered by the UPO encompasses two counties in WSDOT's Northwest Region – King and Snohomish – and two counties in WSDOT's Olympic Region – Pierce and Kitsap. Coordination with the two WSDOT regions as well as the Urban Corridors Office, whose primary focus is on the mega-projects in King County, is essential as the regions plan, design, construct, and operate the state owned roadway system in the four-county area.

In addition, the UPO coordinates with Washington State Ferries (WSF), which provides cross-sound transportation service between Kitsap County to the west and King and Snohomish Counties to the east.

Along with the overarching regional coordination role, UPO has three main lines of business:

Systems Planning – Charles Prestrud, Manager - Lead and participate in analyses of key system planning efforts. Example projects include:

- Managed Lanes/Value Pricing Strategy Development
- HOV Action strategy development
- Washington Transportation Plan and State Highway System Plan development
- Participation in the update of the Metropolitan Transportation Plan and associated policies development

Technical Analysis and Modeling – Shuming Yan, Manager - Provide technical expertise, traffic forecasting, and planning analyses. Example projects include:

- PSRC Model (updated) implementation in WSDOT
- Regional State Highway Performance Report
- Added Access Reports
- Urban Congestion Relief Analysis (for selected urban areas)

Corridor Planning – Richard Warren, Manager - Work with local communities and interested groups to develop corridor studies and plans to improve safety and mobility along selected state highway corridors. Example projects include:

- I-5 Pavement Reconstruction Projects (Seattle)
- SR 167 Route Development Plan (Renton to Puyallup)
- US-2 Route Development Plan
- SR 9 Route Development Plan

WSDOT Ferries: Washington State Ferries (WSF) is engaged in developing an updated *Long Range Strategic Plan* as a part of the Washington Transportation Plan (WTP) update. A draft plan was issued for public review and comment in 2006. This plan used the most recent forecast information available, including the use of PSRC's regional model as a base, WSF has forecasted passenger and vehicle travel out to 2020 and 2030. From that, alternative service strategies were developed to accommodate the demand and a preferred solution was identified in the draft plan.

A final plan will be developed by mid-2008, incorporating a course of action stemming from the results of additional analysis conducted by the Legislative Joint Transportation Committee's Ferry Finance Study. Regional forecast assumptions will be re-evaluated, additional transportation demand management techniques such as peak period pricing and reservations will be examined. The existing level of service standards will be re-examined.

For more information, please contact Ray Deardorf, WSDOT Ferries' Planning Director, at 206-515-3491 or deardorf@wsdot.wa.gov.

Sound Transit: Sound Transit adopted the *Regional Transit Long-Range Vision* in 2005, which functions as the agency's long-range plan. The Long-Range Vision includes light rail, commuter rail, regional express bus, and transit facilities within the regional transit district, which comprises the urbanized areas of Pierce, King, and Snohomish counties. The plan focuses on the functional elements of the system and how they will help meet the needs of future growth by connecting population and employment centers within Sound Transit's district. The Long-Range Vision provides the foundation for developing the next package of high capacity investments based on information on population, land use, and transportation.

Sound Transit has been building the first phase of its investments based on the existing Long-Range Vision and the 1996 Sound Move plan. Sound Move, which was approved by voters in 1996, identified the first phase of financing and investments for implementing the Long-Range Vision. The 2005 Long-Range Vision plan provides the basis for selecting the next phase of investments, which were adopted by the Sound Transit Board in May 2007 as Sound Transit 2 (ST2) for a public vote in November of 2007. ST2 identifies the specific projects and services that should be implemented to expand the system and build on investments being made as part of the implementation of Sound Move.

In anticipation of a positive vote for ST2, Sound Transit is preparing a project-level Environmental Impact Statement (EIS) on the East Link Light Rail Transit Project. A series of conceptual bus-rail service planning integration efforts for year 2027 is on-going and is expected to complete by September 2007. The bus-rail service planning integration meetings focus on potential reallocation of bus service options 20 years in the future to serve each of the proposed stations along the LRT extensions to the north along I-5 to Ash Way in Snohomish County, east to Bellevue and Redmond in King County and south along I-5 to Tacoma in Pierce County. Coordination is occurring between Sound Transit, PSRC from a regional perspective and the affected local transit agencies around each proposed LRT station. Further iterations of potential bus service reallocations will be evaluated once PSRC's transit sketch planning tools has been fully developed and calibrated in Spring/Summer 2008.

With a positive vote in November 2007, additional LRT projects are expected to begin developing the project-level environmental documentation on the north and south LRT extensions. In addition, accelerated implementation of the *United We Ride* program for improved regional transit access for the special needs populations would occur and need to be coordinated with PSRC's 2007 Coordinated Transit and Human Services Transportation Plan activities.

For more information, please contact Sheila Dezarn, Sound Transit's Policy and Programming Planning Manager, at 206-398-5071 or dezarns@soundtransit.org.

Regional Transportation Investment District: The Regional Transportation Investment District (RTID) was enabled and formed under state legislation passed in 2002 (Engrossed Second Substitute Senate Bill 6140). It is a joint effort by King, Pierce, and Snohomish counties to identify specific road improvement projects of regional significance in the three counties. The group also has the authority to propose ways to fund transportation projects through local taxes and fees. RTID decisions are made by the County Council members from the three counties.

RTID has been working for a number of years to develop a proposed list of transportation improvement projects and revenue sources to pay for those improvements. For RTID's recommendations to become reality, the voters within the three counties will need to approve the recommendations in a public vote. The list of improvements originated from the region's transportation plan, *Destination 2030*. During fiscal years 2005-2007, the near-term priorities within the region, including those under consideration by RTID, were consolidated into one consistent list. For more information on RTID, please see www.rtid.dst.wa.us.

Air Quality Planning: The Puget Sound Clean Air Agency is responsible for carrying out the requirements and purposes of the state and federal Clean Air Acts in King, Pierce, Snohomish, and Kitsap counties. This jurisdiction encompasses all sources of emissions including stationary, area and on and off-road mobile sources, except for certain types of stationary sources regulated statewide by Ecology. The agency works to adopt and enforce air quality regulations, sponsor voluntary initiatives to improve air quality and educate people and businesses about clean-air choices.

With assistance from Ecology and PSRC, as well as a stakeholder group consisting of representatives from industry, health, environmental and other governmental agencies, the Clean Air Agency develops and administers the State Implementation Plan for Air Quality (SIP) in the Puget Sound region. The SIP provides a blueprint of how maintenance and nonattainment areas will meet the National Ambient Air Quality Standards (NAAQS). In developing the plan, the Clean Air Agency prepares emission inventories, conducts air quality modeling, develops control strategies and voluntary measures, prepares motor vehicle emission budgets, and ensures compliance with the Washington State Environmental Protection Act (SEPA) and the National Environmental Protection Act (NEPA). PSRC provides transportation data and technical expertise required to complete the SIP for the Puget Sound Region.

PSRC is responsible for demonstrating conformity of the long-range regional transportation plan, *Destination 2030*, and the four-year Transportation Improvement Program to the SIP, under the requirements of the federal Clean Air Act (CAA), the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Washington Act. The intent of transportation conformity is to ensure that new projects, programs and plans do not impede an area from meeting and maintaining air quality standards. Formal consultation procedures for conducting conformity analyses are required under federal and state conformity rules, a major task of which is the presentation of methodologies and assumptions. PSRC holds a public scoping meeting with federal, state, and local agencies to present the staff interpretation of conformity tests that are required and key analytical assumptions involved in the conformity analysis. Those invited to the meeting included representatives from the following agencies (referred to as the Regional Council's air quality partner agencies): the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), the Washington State Department of

Transportation (WSDOT), the Washington State Department of Ecology (Ecology), and the Puget Sound Clean Air Agency.

In addition to SIP and conformity work, PSRC and the Clean Air Agency provide technical expertise and assistance to each other for various other work programs related to air quality planning. For example, the Clean Air Agency participates in the review of regional evaluation criteria used in the distribution of the federal transportation funds managed by PSRC, and PSRC recently participated on the Clean Air Agency's Climate Protection Advisory Committee, which provided direction to the agency and the region on climate protection strategies. In addition, PSRC works on a regular basis with the air quality partner agencies mentioned above to coordinate and assist with air quality issues affecting the region.

Consideration of WSDOT Planning Emphasis Areas

WSDOT has requested that MPOs and RTPOs specifically address thirteen planning emphasis areas in the UPWP. Below is a summary of each emphasis area and identification of the portion of the work program that addresses the area.

1. Prepare and periodically update a transportation strategy for the region:
 - a. Summary: The region's Action Strategy will be developed in late 2008 for submittal to WSDOT in May 2009. The strategy will describe the Regional Transportation accomplishments since May of 2001, what the plans short range priorities are over the next 10 years and what actions are necessary to accomplish the plan objectives.
 - b. Location in work program: See element 102 (Regional Transportation Planning), task 4 (Action Strategy Update-p. 37).
2. Prepare Regional Transportation Plan:
 - a. The regional transportation plan, *Destination 2030*, will be updated over the next three years. This update will include improvements relating to implementation of Least Cost Planning, Congestion Management Process and carbon emissions analysis. Second, development of transportation alternatives designed to implement the policies and actions identified in the Vision 2020 update and transportation issues and objectives identified by Federal and State agencies and our member jurisdictions.
 - b. Location in work program: See element 102 (Regional Transportation Planning), task 1 (Update of Destination 2030-p. 36).
3. Certify that the transportation elements of comprehensive plans adopted by counties, cities and towns within the region reflect guidelines and principles that are consistent with the adopted regional transportation plan.
 - a. The PSRC will continue conducting certification reviews that enables the region to work together to improve the overall coordination and compatibility of planning efforts. This will include:
 - i. Continued review of local and county plans for consistency with Vision 2020 and *Destination 2030*.
 - ii. Maintenance and enhancement of tracking and ongoing assistance to local and county efforts including at least once a year contacts with each jurisdiction
 - iii. Providing informational updates to Regional Council Boards

- iv. Coordination with transit agencies on ADA compliance
 - b. Location in work program: See element 100 (Growth Management Planning), task 3 (Plan Review-Page 28).
- 4. Where appropriate, certify that county-wide planning policies and the regional transportation plan are consistent.
 - a. See previous response
- 5. Develop a six-year regional transportation improvement program in cooperation with the WSDOT, public transportation providers, and local governments in the region.
 - a. The PSRC will continue managing and improving its six-year Transportation Improvement Program in cooperation with WSDOT and transportation agencies, local governments and the public by:
 - i. Improving the TIP database,
 - ii. Maintaining and enhancing the project tracking system,
 - iii. Conducting comprehensive selections processes through regional board actions,
 - iv. Conducting Air Quality Amendments and documentation
 - b. Location in work program: See element 240 (Regional Growth and Transportation Planning), tasks 1-6 (Pages 46-49).
- 6. Review level of service methodologies used by cities and counties to promote consistent regional evaluation of transportation facilities and corridors.
 - a. Through its support of the WTP and planned improvements to the Congestion Management and Least Cost Planning processes the PSRC will continue to review and develop improved methodologies to evaluate transportation facilities, corridors and projects.
 - b. Location in work program: See element 201 (Regional Transportation Planning), tasks 1, 2, 9 & 11 (Pages 36-41).
- 7. Work with cities, counties, transit agencies, WSDOT, and others to develop level of service standards or alternative transportation performance measures.
 - a. The further development of multi-modal performance measurements is currently in process and is included in the integrated development of the Congestion Management Process, CTR program and Least Cost Planning elements of our work program. The performance measures will be reviews by several committees composed of cities, counties, transit agencies, WSDOT and environmental agencies and organizations.
 - b. Location in work program: See element 201 (Regional Transportation Planning), tasks 1, 9 & 11 (Pages 36-41).
- 8. Prepare corridor plans or studies on facilities of statewide and regional significance.
 - a. The PSRC is currently involved in 11 corridor and route development plans being conducted by the WSDOT Urban Planning and Urban Corridors Offices, Sound Transit and local cities.. This includes participation in technical committees and providing technical assistance related to transportation modeling and employment and population forecasts. We will also be leading a Passenger Only Ferry Study that involves several regionally significant corridors.
 - b. Location in work program: See element 201 (Regional Transportation Planning), tasks 6 & 10 (Pages 39 & 41).
- 9. Participate in development, implementation, and statewide activities related to the Highway System Plan and other modal plans as appropriate.

- a. The PSRC continues to have ongoing participation in the HSP and various modal planning programs. The majority of this coordination occurs in the development of the Regional Transportation Plan, the Congestion Management Plan and Action Strategy updates and various modal specific efforts such as the Aviation Planning, CTR, Freight Planning, Regional Traffic Operations, Special Needs Planning, Transit Operations Program, Regional Bicycle and Pedestrian Planning, etc.
 - b. Location in work program: See element 201 (Regional Transportation Planning), tasks 1, 3, 4, 5, 6, 7, 8, 9, 10, & 11 (Pages 36 & 43).
- 10. Coordinate efforts with neighboring RTPOs on common issues, such as identification of all-weather road systems:
 - a. Most of the PSRC's efforts in this area are performed through the Destination 2030 update process and Freight Planning efforts specifically including participation in the West Coast Corridor Coalition. We also have included a representative of Thurston Regional Planning Council on our Transportation Policy Board.
 - b. Location in work program: See element 201 (Regional Transportation Planning), tasks 1, & 3. (Pages 36 & 37).
- 11. Collect, model, and analyze data applicable to the statewide plan, modal and issue plans, and the regional long range plan.
 - a. The PSRC is responsible for data collection and maintenance, forecasting, modeling and other regional technical assistance for growth and travel information. This is a core function of the agency and the data and transportation modeling is used in a wide variety of work including but not limited to WSDOT corridor and route development planning, federally required air quality conformity analysis and development of the Regional Transportation Plan.
 - b. Location in work program: See element 400,401, 402 & 403 (Technical and Data Services), tasks all. (Pages 53 & 69).
- 12. Communicate with elected officials and conduct public involvement in support of the statewide plan, modal and issue plans, and the regional long-range plan.
 - a. The PSRC has a broad reaching public, member jurisdiction, and interest group outreach program. This effort supports a wide variety of economic, growth and transportation activities conducted by the State, the agency and the other groups. The outreach program uses a variety of techniques including a monthly publications, public meeting, web, and programs aim at special needs populations.
 - b. Location in work program: See element 201 (Regional Transportation Planning) task 1b all. (Page 36) and element 600 (Government Relations and Communication) all tasks. (Pages 72 & 73).
- 13. Funding augmentation to continue implementing regional transportation and growth management planning.
 - a. The PSRC receives 69% of its funding from State and Federal sources. Approximately 21% is from local funds and 10% will be carrying over.
 - b. Location in work program: Budget Overview pages 15-22.

**2008 UNIFIED PLANNING WORK PROGRAM
Organization**

Focus:	Guidance:	UPWP Work Element:	Location in Work Program/ (Page #)
RTPO / Regional and Growth Management Planning	<ul style="list-style-type: none"> Prepare and periodically update a transportation strategy for the region. 	The region's Action Strategy will be developed in late 2008 for submittal to WSDOT in May 2009. The strategy will describe the Regional Transportation accomplishments since May of 2001, what the plans short range priorities are over the next 10 years and what actions are necessary to accomplish the plan objectives.	See element 102 (Regional Transportation Planning), task 4 (Action Strategy Update-Page 37).
	<ul style="list-style-type: none"> Prepare a regional transportation plan. 	The regional transportation plan, <i>Destination 2030</i> , will be updated over the next three years. This update will include improvements relating to implementation of Least Cost Planning, Congestion Management Process and carbon emissions analysis. Second, development of transportation alternatives designed to implement the policies and actions identified in the Vision 2020 update and transportation issues and objectives identified by Federal and State agencies and our member jurisdictions.	See element 102 (Regional Transportation Planning), task 1 (Update of <i>Destination 2030</i> -Page 36).
	<ul style="list-style-type: none"> Certify that the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region reflect guidelines and principles that are consistent with the adopted regional transportation plan. 	The PSRC will continue conducting certification reviews that enables the region to work together to improve the overall coordination and compatibility of planning efforts. This will include: <ul style="list-style-type: none"> Continued review of local and county plans for consistency with Vision 2020 and <i>Destination 2030</i> Maintenance and enhancement of tracking and ongoing assistance to local and county efforts including at least once a year contacts with each jurisdiction Providing informational updates to Regional Council Boards Coordination with transit agencies on ADA compliance 	See element 100 (Growth Management Planning), task 3 (Plan Review-Page 28).
	<ul style="list-style-type: none"> Where appropriate, certify that county-wide planning policies and the regional transportation plan are consistent. 	See response above	See above
	<ul style="list-style-type: none"> Develop a six-year regional transportation improvement program in cooperation with the WSDOT, public transportation providers, and local governments in the region. 	The PSRC will continue managing and improving its six-year Transportation Improvement Program in cooperation with WSDOT and transportation agencies, local governments and the public by: <ul style="list-style-type: none"> Improving the TIP database Maintaining and enhancing the project tracking system Conducting comprehensive selection processes through regional board actions Conducting Air Quality Amendments and documentation 	See element 240 (Regional Growth and Transportation Planning), tasks 1-6 (Pages 46-49).
	<ul style="list-style-type: none"> Review level of service methodologies used by cities and counties to 	Through its support of the WTP and planned improvements to the	See element 201

Focus:	Guidance:	UPWP Work Element:	Location in Work Program/ (Page #)
	<p>promote consistent regional evaluation of transportation facilities and corridors.</p>	<p>Congestion Management and Least Cost Planning processes the PSRC will continue to review and develop improved methodologies to evaluate transportation facilities, corridors and projects.</p>	<p>(Regional Transportation Planning), tasks 1, 2, 9 & 11 (Pages 36-41).</p>
	<ul style="list-style-type: none"> Work with cities, counties, transit agencies, WSDOT, and others to develop level of service standards or alternative transportation performance measures. 	<p>The further development of multi-modal performance measurements is currently in process and is included in the integrated development of the Congestion Management Process, CTR program and Least Cost Planning elements of our work program. The performance measures will include reviews by several committees composed of cities, counties, transit agencies, WSDOT and environmental agencies and organizations.</p>	<p>See element 201 (Regional Transportation Planning), tasks 1, 9 & 11 (Pages 36-41).</p>
<p>WTP / Long-Range Planning</p>	<ul style="list-style-type: none"> Prepare corridor plans or studies on facilities of statewide and regional significance. 	<p>The PSRC is currently involved in 11 corridor and route development plans being conducted by the WSDOT Urban Planning and Urban Corridors Offices, Sound Transit and local cities. This includes participation in technical committees and providing technical assistance related to transportation modeling and employment and population forecasts. We will also be leading a Passenger Only Ferry Study that involves several regionally significant corridors.</p>	<p>See element 201 (Regional Transportation Planning), tasks 6 & 10 (Pages 39 & 41).</p>
	<ul style="list-style-type: none"> Participate in development, implementation, and statewide activities related to the Highway System Plan and other modal plans as appropriate. 	<p>The PSRC continues to have ongoing participation in the HSP and various modal planning programs. The majority of this coordination occurs in the development of the Regional Transportation Plan, the Congestion Management Plan and Action Strategy updates and various modal specific efforts such as the Aviation Planning, CTR, Freight Planning, Regional Traffic Operations, Special Needs Planning, Transit Operations Program, Regional Bicycle and Pedestrian Planning, etc.</p>	<p>See element 201 (Regional Transportation Planning), tasks 1, 3, 4, 5, 6, 7, 8, 9, 10, & 11 (Pages 36 & 43).</p>
	<ul style="list-style-type: none"> Coordinate efforts with neighboring RTPOs on common issues, such as identification of all-weather road systems. 	<p>Most of the PSRC's efforts in this area are performed through the <i>Destination 2030</i> update process and Freight Planning efforts specifically including participation in the West Coast Corridor Coalition. We also have included a representative of Thurston Regional Planning Council on our Transportation Policy Board.</p>	<p>See element 201 (Regional Transportation Planning), tasks 1, & 3. (Pages 36 & 37).</p>
	<ul style="list-style-type: none"> Collect, model, and analyze data applicable to the statewide plan, modal and issue plans, and the regional long range plan. 	<p>The PSRC is responsible for data collection and maintenance, forecasting, modeling and other regional technical assistance for growth and travel information. This is a core function of the agency and the data and transportation modeling is used in a wide variety of work including but not limited to WSDOT corridor and route development planning, federally required air quality conformity analysis and development of the Regional Transportation Plan.</p>	<p>See element 400, 401, 402 & 403 (Technical and Data Services), tasks all. (Pages 53 & 69).</p>

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Focus:	Guidance:	UPWP Work Element:	Location in Work Program/ (Page #)
	<ul style="list-style-type: none"> Communicate with elected officials and conduct public involvement in support of the statewide plan, modal and issue plans, and the regional long-range plan. 	<p>The PSRC has a broad reaching public, member jurisdiction, and interest group outreach program. This effort supports a wide variety of economic, growth and transportation activities conducted by the State, the agency and the other groups. The outreach program uses a variety of techniques including a monthly publication, public meetings, web, and programs aimed at special needs populations.</p>	<p>See element 201 (Regional Transportation Planning) task 1b all. (Page 36) and element 600 (Government Relations and Communication) all tasks. (Pages 72 & 73).</p>
	<ul style="list-style-type: none"> Funding augmentation to continue implementing regional transportation and growth management planning. 	<p>The PSRC receives 69% of its funding from State and Federal sources. Approximately 21% is from local funds and 10% will be carry over.</p>	<p>Budget Overview (Pages 15-22)</p>

Meeting Information: