

June 17, 1993  
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Introduced by: **CYNTHIA SULLIVAN**

Proposed No.: **93-484**

MOTION NO. **9051**

A MOTION authorizing the Executive to submit an application to the Puget Sound Regional Council for pass-through funds in support of growth management and transportation planning and authorizing the Executive to execute the resulting agreements.

WHEREAS, the Puget Sound Regional Council (PSRC) budget and work program for 1993 includes pass-through funds to assist the countywide planning groups with their effort to carry out their responsibilities under the Growth Management Act and the Intermodal Surface Transportation Efficiency Act (ISTEA), and

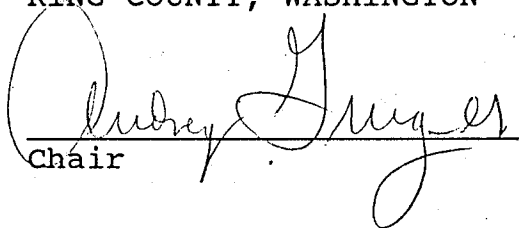
WHEREAS, the King County Growth Management Planning (GMPC) Council authorized, at their June 16, 1993 meeting, King County on their behalf to enter into a contract with PSRC for these grant monies, and

WHEREAS, King County is willing to accept this responsibility for the GMPC;

NOW, THEREFORE, BE IT MOVED by the Council of King County: The King County executive is authorized to apply for pass-through funds from the PSRC and execute the resulting agreements with the PSRC for the scopes of work as generally described in Attachments A and B.

PASSED this 21<sup>st</sup> day of June, 1993.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

  
Chair

ATTEST:

  
Clerk of the Council

Attachments: A. Scope of Work for ISTEA Planning  
B. Scope of Work for Environmental Review of  
Planned Transportation Elements

**KING COUNTY - SCOPE OF WORK**

for

**Puget Sound Regional Council (PSRC)  
Reprogram Funds for Countywide ISTEAE Planning****BACKGROUND**

In October 1992, the Puget Sound Regional Council Executive Board reprogrammed unspent state and federal funds from projects completed in 1992. One of the projects to which funds have been reprogrammed is pass-through funds that would assist countywide planning groups carrying out responsibilities under ISTEAE.

**ALLOCATION**

The total amount available for pass-through distribution to King, Kitsap, Pierce and Snohomish Counties to assist in ISTEAE planning is \$85,597.16. **King County is eligible for \$33,970.73.**

**PROGRAM REQUIREMENTS**

1. A contract between the respective countywide planning group and the PSRC must be signed.
2. Work must be completed by **June 30, 1993** unless an extension is authorized by the state and federal funding agencies and the PSRC Executive Board.
3. Countywide planning groups must submit written progress reports no later than 10 days after the end of each quarter.
4. Payment to the countywide planning groups will be processed monthly.
5. Funds can only be used for countywide Intermodal Surface Transportation Efficiency Act planning

**PROPOSED SCOPE OF WORK TO BE FUNDED FROM THIS SOURCE**

The scope of work is divided into three areas. It proposes spending \$7,500 for staff support to the Transportation Caucus, \$16,470.73 for staff support to the Eastside Transportation Program (ETP) and the South County Area Transportation Board (SCATBd), and \$10,000 to support development of a prototype policy model (The total cost will be \$25,000).

1. Staff support to the Transportation Caucus

The Transportation Caucus was formed to make recommendations to the Growth Management Planning Council on regional transportation issues. One of the primary functions of the Transportation Caucus will be to develop and recommend transportation financing strategies, including recommendations for prioritizing capacity improvements eligible to receive federal funds available to the region under the Intermodal Surface Transportation Efficiency Act (ISTEAE).

Part of this scope of work would provide funding for the staffing of that portion of the Transportation Caucus that is directly related to ISTEAE. It proposes to spend \$7,500.00 of the total \$33,970.73 available to King County on this effort. Attached is a proposed work program for the Transportation Caucus commencing May 25, 1993 and ending in October 1993. ISTEAE issues will be the primary focus for the meetings of June 11, 1993, June 22, 1993, July 19, 1993, and September 9, 1993. Status reports on ISTEAE issues will be on each of the agendas for the August and October Transportation Caucus meetings as well.

Based on staffing costs and overhead, staff support for the ISTEAE related work of the Transportation Caucus will require 150 hours at \$50/hour for a total of \$7,500.

2. Staff support to the Eastside Transportation Program (ETP) and the South County Area Transportation Board (SCATBd)

The ETP was formed to serve as the central forum for information sharing, consensus building, and coordination to resolve transportation issues that benefit the Eastside jurisdictions and region. SCATBd was formed in November 1992 to serve as a central forum for information sharing, consensus building, and coordination to resolve transportation issues, and implement transportation programs and projects that benefit the South County jurisdictions and region. A primary function of both groups is to identify regional transportation needs and set general priorities for improvements eligible for funding, including ISTEA funds.

Part of this scope of work would provide funding for the staffing of that portion of the ETP and SCATBd process that are directly related to ISTEA. It proposes to spend \$16,470.93 of the total \$33,970.73 available to King County on this effort.

Based on staffing costs and overhead, staff support for the ISTEA related work of both ETP and SCATBd will require 385 hours at \$42.75/hour for a total of \$16,470.73.

3. Development of a prototype policy model

The third piece of this scope of work would partially fund development of a prototype policy model for King County to enhance the ability of planners to evaluate the relationship between land development patterns and the transportation infrastructure which would be needed to support such development. The total cost of developing the prototype model will be approximately \$25,000, with \$10,000 if funding coming from this source. This model would be used in conjunction with existing modeling capability at the Regional Council and would provide expanded capacity to evaluate strategic alternatives in a more cost-effective and timely manner.

One purpose of the model is to enable transportation planners to identify the evolution of trip-making over short time intervals (five years) in determining road needs. It should also enable planners to study potential opportunities for increasing non-SOV modes through a gradual evolution of land use patterns.

Additionally, jurisdictions in the Puget Sound region are in the process of deciding whether to develop a high capacity transit system, and how to phase its implementation in the context of growth management policies. This policy model would fill a need for local governments to link transportation policy decisions in this broad framework of actions.

Consultant Services:

Consultant services will include (1) a survey of policy based models currently available, (2) a report summarizing the ability of King County to develop and operate a policy based model including obstacles to model development (i.e. cost, timing, staffing requirements, data needs, and computer needs) and (3) development of a prototype policy model.

Total Cost to develop the prototype model: \$25,000, of which \$10,000 is proposed to be funded from ISTEA pass-through money. The remaining \$15,000 will be funded by the King County Department of Public Works

**TOTAL COSTS:**

1. Transportation Caucus	\$7,500
2. ETP/SCATBd	\$16,470.73
3. Prototype Model	<u>\$10,000</u>
TOTAL	\$33,970.73

# KING COUNTY - SCOPE OF WORK

for

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9051

## Puget Sound Regional Council (PSRC) Reprogram Funds for Countywide Planning

### BACKGROUND:

In October 1992, the Puget Sound Regional Council Executive Board reprogrammed unspent state and federal funds from projects completed in 1992. One of the projects to which funds have been reprogrammed is pass-through funds that would assist countywide planning groups in carrying out responsibilities under the Growth Management Act.

### ALLOCATION:

The total amount available for pass-through distribution to King, Kitsap, Pierce and Snohomish Counties to assist in Growth Management Planning is \$54,300.39. King County is eligible for \$21,538.62.

### PROGRAM REQUIREMENTS:

1. A contract between the respective countywide planning group and the PSRC must be signed.
2. Work must be completed by June 30, 1993.
3. Countywide planning groups must submit written progress reports no later than 10 days after the end of each quarter.
4. Payment to the countywide planning groups will be processed monthly.
5. Funds can only be used for the planning programs which are interrelated and support Regional Council transportation planning activities and are important for the further refinement of the Regional Growth and Transportation Strategy.

### PROPOSED PLANNING PROGRAM FOR FUNDING FROM THIS SOURCE:

#### Consulting Services

Consultant work that has already been done on the Supplemental Environmental Impact Statement (SEIS) on the Countywide Planning Policies Phase II and additional work which will be done before the June 30, 1993 deadline is related to and supportive of Regional Council transportation planning activities.

Some specific work program elements which provide support to transportation planning activities include the definition of alternatives, transportation system impact analysis and a review of land use/transit linkage for each of the alternatives.

#### Transportation Planning Supportive Expenditures before 6/30/93

Phase I (Alternative Definition)	\$ 9,660.00
Impact analysis & identification of mitigation:	
Land Use/transit linkage (100 hrs)	5,140.00
Transportation Systems (95 hrs)	5,080.00
Identify Variations to Alternatives:	
HCT/SMART of Phased Rail (25 hrs)	1,658.62
	<u>\$21,538.62*</u>

\* Figures based on preliminary consultant estimates

### Issues:

Agreement that PSRC funds can be used by PCDD. Council Motion entering into contract with PSRC.  
Ordinance for appropriation of additional funds.

June 15, 1993 tkc:psrc:fs

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