

Summary of Transportation Policy Board Engagement Session July 14, 2016

The following information was recorded during this Engagement Session with the Transportation Policy Board. Formatting varies with these detailed summaries. The topics included:

- ❖ Maintenance and Preservation
- ❖ Regional Integrated Transit Network

Maintenance & Preservation – July 14, 2016 Engagement Session

Key Themes:

Roadway and Bridge Preservation. The TPB agreed with M&P Working Group that a focus on roadways should go beyond just issue of city street data inadequacy. We should also be discussing substrate, slide areas, and other safety issues associated with county roads and state highways. Two new issues that the TPB brought up include inter-jurisdictional coordination with regard to pavement projects and regional preservation guidelines, particularly as they relate to Federal funding. Roadway preservation (including bridges and over/underpasses) should be the top maintenance and preservation topic to be addressed in T2040. PSRC should pursue regional models or tools to better understand future conditions as a function of available funding. Longer-term it would be useful to understand how transportation demand management (TDM) and transit impact the need for roadway maintenance and preservation investment.

Funding. Evaluating different funding models from peer regions would be a useful effort to better understand the region's options for improving conditions. The plan should look at how agencies can develop dedicated funding sources for maintenance and preservation activities, particularly for roadways.

Interstate 5 Action Plan. PSRC should prepare an I-5 action plan that accounts for all maintenance and preservation, operational, and capacity expansion needs.

Nonmotorized Infrastructure. PSRC should work to close data gaps in nonmotorized infrastructure presence and condition.

Transit & Ferry Asset Management. The region should get ahead of future transit and ferry asset management needs before they become increasingly expensive.

Stormwater Management. Stormwater management is such a large issue that it cannot be discussed simply within the confines of "maintenance and preservation". There are many other issues to factor into any discussion on this topic.

Equity. Ensure that maintenance and preservation investments are being made equitably without regard to demographics or socioeconomic status.

Verbatim from the charts:

Session 1:

- Don't just focus on city pavements
- New LiDAR maps (scale of the map)
- Coordination at jurisdiction borders
- Transit Asset at 2040 – will need maintenance and preservation
- State ferry system – maintenance costs are increasing
- Targeting investment such that it is equitable
- Expand bridges NOT just I-5 bridges
- Stormwater management might need to be a separate issue/bigger issue than M&P

Session 2:

- Are grade separations included - affects congestion, safety, and delay
- Inter-relationships between TDM and maintenance & preservation – how does fewer vehicles affect maintenance and preservation?
- Whose job is it to preserve the system – evaluate different funding models
- What about evaluation models/tools available to address M&P
- WSDOT I-5 preservation plan/ lifeline system
- Standardization of philosophies regarding M&P – each city has a different approach

Combined Prioritization of Maintenance & Preservation Issues (# of Dots)

1. Roadway Preservation: $9 + 9 = 18$ Total
2. Funding Sources: $8 + 7 = 15$ Total
3. Interstate 5 Action Plan: $3 + 7 = 10$ Total
4. Nonmotorized Infrastructure: $3 + 4 = 7$ Total
5. Transit/Ferry Asset Management: $6 = 6$ Total
6. Inter-jurisdictional Coordination: $5 = 5$ Total
7. Stormwater Management: $2 + 2 = 4$ Total
8. Seismic Retrofits & Emergency Management: $2 + 1 = 3$ Total
9. Equitable investment: $1 = 1$ Total