Transportation Policy Board
Thursday, March 8, 2018 • 9:30 AM – 11:30 AM
PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle, WA 98104

The meeting will be streamed live over the internet at www.psrc.org

1. Call to Order (9:30) - Councilmember Rob Johnson, Chair
2. Report of the Chair
3. Communications and Public Comment
4. Staff Report
5. Consent Agenda (9:50)
   a. Approve Minutes of the Transportation Policy Board Meeting held February 8, 2018
   b. Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP)
   c. Recommend Full Certification of the Comprehensive Plan for Milton
6. Discussion Item (9:55)
   a. Regional Transportation Plan Update--Summary of Public Comments -- Kelly McGourty and Ben Bakkenta, PSRC
7. Discussion Item (10:35)
   a. Coordination with the Puget Sound Clean Air Agency on the Four-Part Greenhouse Gas Strategy -- Kelly McGourty, PSRC, and Craig Kenworthy, PSCAA
8. Next Meeting: April 12, 9:30 - 11:30 a.m., PSRC Board Room
   Major Topics for April:
   -- Recommend Adoption of Regional Transportation Plan
   -- Recommend Changes to Special Needs Transportation Funding Process
9. Adjourn (11:30)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Cheryl Saltys, e-mail csaltys@psrc.org; fax 206-587-4825; or mail.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711. 中文 | Chinese, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese Call 206-587-4819.
CALL TO ORDER

The meeting was called to order at 9:32 a.m. by Councilmember Rob Johnson, Chair.

REPORT OF THE CHAIR

Chair Johnson welcomed the following new board members:

- Councilmember Kevin Gorman, City of Bremerton
- Councilmember Jay Mills, The Suquamish Tribe

COMMUNICATIONS AND PUBLIC COMMENT

The following people addressed the board:

- Paul W. Locke
- Alex Tsimerman, StandUP-America
- Will Knedlik

STAFF REPORT

Kelly McGourty, Senior Program Manager—Transportation Planning:

- Informed the board that the Federal Aviation Administration (FAA) has asked PSRC to lead a baseline study that would build on master planning processes currently underway at many of the regional airports and set a regional stage for future planning. PSRC staff is working with the FAA to develop and finalize a scope for the study. The study would be funded by the FAA, launched later this year, and be completed by the end of 2019. The Executive Board will lead this work, and the Transportation Policy Board will be kept informed as the study progresses.

- Reported on the status of the Senate two-year budget deal and the White House infrastructure plan. Staff will continue to monitor both proposals as they progress.
CONSENT AGENDA

a. Approval of Minutes of Transportation Policy Board Meeting held January 11, 2018
b. Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP)
c. Recommend Full Certification of the Comprehensive Plans for Bonney Lake and Orting
d. Puyallup Conditional Certification Extension

ACTION: The motion was made by Commissioner Don Johnson and seconded by Councilmember Paul Roberts to adopt the Consent Agenda. The motion passed.

2018 PROJECT SELECTION PROCESS: POLICY FRAMEWORK FOLLOW-UP—DISTRIBUTION OF REGIONAL PROJECT EVALUATION CRITERIA POINTS

Last month the Transportation Policy Board forwarded a recommendation to the Executive Board to approve the 2018 Policy Framework for PSRC’s Federal Funds. Ms. McGourty reminded the board that one element of the recommendation included a revision to the regional project evaluation criteria to reduce the point value for the project readiness criterion in the Technical section of the criteria from 10 points to 5 points and move the freed-up 5 points into the Policy section. At the Executive Board meeting on January 25, concerns were raised about these points and the implications from placing them on certain of the policy criteria. The Executive Board deferred action on the Framework until February to allow time for the Transportation Policy Board to further review the proposed revision.

Ms. McGourty provided detailed information about the Technical and Policy criteria and the recommended revision to the points distribution. She noted that both the Regional Project Evaluation Committee and the Regional FTA Caucus have endorsed the recommendation.

ACTION (MAIN MOTION): The motion was made by Councilmember Terry Ryan to recommend Executive Board approval of the point distribution within the regional project evaluation criteria for both PSRC’s Federal Highway Administration and Federal Transit Administration regional competitions, as described in Attachments A and B. The motion was seconded by Councilmember Kathy Lambert.

ACTION TO AMEND: The motion was made by Councilmember Doug Richardson to modify the FHWA Regional Project Evaluation Criteria Scoring Matrix and other related components of the Regional Project Evaluation Criteria to allow corridors serving Major Military Installations to compete for FHWA regional funding. The motion was seconded by Commissioner Rob Gelder.

A robust discussion followed.

Councilmember Debora Nelson, who chaired the Project Selection Task Force that developed the recommendations for the 2018 project selection process, expressed concern that the amendment had not come before the Task Force before being presented to the Policy Board. She noted that the Task Force discussed military installations and members agreed that military installations could compete for project funding through the countywide selection process and not through the regional process. She felt the amendment needed further study and suggested that it be brought before the Project Selection Task Force in the next funding cycle.
A number of board members emphasized the need for regional funding to address transportation impacts in communities adjacent to military installations and that now is the time to address this. Pointing out that the Growth Management Policy Board has had ongoing discussions about military installations for the past two years, and expressing frustration that transportation impacts of military installations on surrounding communities has not been specifically recognized in terms of regional funding, they felt this issue should be addressed now rather than waiting until the next funding cycle.

Other board members agreed with the importance of recognizing the transportation impacts of military installations, but were concerned about the timing of the amendment and the need for further study. The Project Selection Task Force and Transportation Policy Board have already concluded their review and recommendations for the policies and procedures for the 2018 project selection process, which did not specifically recognize corridors serving military installations for regional funding. It was further noted that addressing the impacts of military installations should be considered within the broader context of land use and transportation and the long-range growth plan for the region.

**VOTE ON AMENDMENT:** The motion failed with 10 votes in favor and 13 against.

Non-voting members were polled on the amendment and a majority was against.

Although the amendment failed, there was strong agreement across the board about the need to resolve this issue.

**ACTION AND VOTE ON DIRECTION TO STAFF:** The motion was made by Councilmember Paul Roberts, with input from Councilmember Kathy Lambert, Councilmember Jennifer Robertson, and Secretary Roger Millar, to direct staff to develop a work plan, process and schedule to complete the discussions on how PSRC addresses military installations in our planning and funding processes, and report back at the April 12 Transportation Policy Board meeting. The motion was seconded by Councilmember Kate Kruller and passed.

**VOTE ON MAIN MOTION:** The motion passed with 2 votes against.

**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STATE FACILITIES ACTION PLAN**

Patty Rubstello, Assistant Secretary, WSDOT Office of Urban Mobility and Access, briefed the board on the I-5 element of the State Facilities Action Plan that is part of the Regional Transportation Plan update. The Action Plan includes a goal to create an I-5 Vision and master plan to support our communities, the regional economy, and quality of life now and far into the future. Approaches to achieve this goal include near-term operational solutions as well as a long-term effort to evaluate systemwide concepts that manage I-5 more effectively.

To assist with this, WSDOT is partnering with PSRC to create an I-5 Working Group that will examine near- and long-term investment strategies; enable partnership opportunities to collaboratively plan, manage and fund transportation systems that use or intersect the I-5 corridor; and endorse concepts based on merit to optimize utility of I-5. The Working Group will also provide input on the long-range I-5 Vision, and may develop legislative requests for the 2019 session. Ms. Rubstello requested volunteers from the Transportation Policy Board who are interested in participating in the Working Group.
Ms. Rubstello also gave a brief update on the State Routes of Local Interest component of the Action Plan, noting that WSDOT is working with PSRC to develop a process to look at these facilities in a comprehensive way and will report back to the Transportation Policy Board.

REGIONAL TRANSPORTATION PLAN – PRELIMINARY THEMES FROM PUBLIC COMMENT

Ms. McGourty provided a high-level overview of the comments received during the formal public comment period for the Regional Transportation Plan, which ran from December 14, 2017, through January 31, 2018. To date, comments have been received from 150 respondents representing PSRC member agencies, a state agency, numerous organizations, and individuals. Staff have been reviewing the comments and have found that the majority are supportive of the plan, and many focus on specific projects and investments in certain areas.

In March the board will receive further details on the comments, proposed staff responses, and potential refinements to the plan.

VISION 2050 SCOPING

Paul Inghram, Senior Program Manager–Growth Management Planning, briefed the board on the scoping process and schedule for the update of the region’s long-term growth strategy which will extend the region’s growth plan to 2050. Extending the plan horizon another decade will provide an umbrella for the next round of local growth targets and comprehensive plan updates, and provide a foundation for the next update of the Regional Transportation Plan.

A public comment period began on February 2 and will continue through March 19 to seek input on how to develop VISION 2050 and identify regional issues to address in the plan. The Growth Management Policy Board will review the public input at its April meeting and adopt a final project scope in May. It is anticipated that a draft plan will be available in mid-2019 and a final plan will be adopted by the General Assembly in 2020.

ADJOURN

The meeting adjourned at 11:27 a.m.
TRANSPORTATION POLICY BOARD
February 8, 2018

TPB MEMBERS & ALTERNATES PRESENT
Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
Commissioner Shiv Batra, WA State Transportation Commission (via remote)
Rob Berman, Seattle Metropolitan Chamber of Commerce
Russ Blount, Regional Project Evaluation Committee (Alt.)
Don Cairns, Regional Project Evaluation Committee
Councilmember John Clauson, Local Transit–Kitsap County (via remote)
Doug DeForest, Thurston Regional Planning Council
Abigail Doerr, Transportation Choices Coalition
Deputy Mayor Davina Duerr, Other Cities & Towns in King County (Alt.)
Mayor Becky Erickson, Kitsap Transit, Vice Chair
Anne Eskridge, University of Washington
Commissioner Robert Gelder, Kitsap County
Councilmember Kevin Gorman, Metropolitan Center–Bremerton
Jesse Hamashima, Regional Staff Committee (Alt.)
Commissioner Don Johnson, Ports
Councilmember Rob Johnson, City of Seattle, Chair
Craig Kenworthy, Puget Sound Clean Air Agency (Alt.)
Councilmember Kate Krueller, Other Cities & Towns in King County
Councilmember Kathy Lambert, King County
Mayor Ron Lucas, Other Cities & Towns in Pierce County
Councilmember Joe McDermott, Local Transit–King County
Councilmember Ryan Mello, Local Transit–Pierce County
Secretary Roger Millar, WSDOT
Councilmember Jay Mills, The Suquamish Tribe
Councilmember Debora Nelson, Other Cities & Towns in Snohomish County (via remote)
Councilmember Mike O’Brien, City of Seattle
Trinity Parker, Transportation Operators Committee
Mayor Mary Lou Pauly, Other Cities & Towns in King County (Alt.)
Mayor Dana Ralph, Other Cities & Towns in King County (via remote)
Dave Ramsay, WA State Transportation Improvement Board
Councilmember Doug Richardson, Pierce County (via remote)
Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency
Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
Patty Rubstello, WSDOT (1st Alt.)
Councilmember Terry Ryan, Community Transit
Councilmember Mike Todd, Community Transit (Alt.)
Blake Trask, Cascade Bicycle Club
Councilmember Stephanie Wright, Snohomish County (via remote)
John Wynands, WSDOT (Alt.)
Councilmember Janice Zahn, Metropolitan Center–Bellevue (Alt.)
Brian Ziegler, Freight Mobility Strategic Investment Board (Alt.) (via remote)

TPB MEMBERS ABSENT (*alternate present)
Councilmember Claudia Balducci, King County
John Daniels, Jr., Muckleshoot Indian Tribe
TPB MEMBERS ABSENT (*alternate present) – cont’d

Senator Joe Fain, Senate Transportation Committee
* Dan Gatchet, Freight Mobility Strategic Investment Board
Representative Mia Gregerson, House Transportation Committee
Senator Steve Hobbs, Senate Transportation Committee
Jefferson Ketchel, Snohomish Health District
Dan McKisson, ILWU Local 19
Commissioner Helen Price Johnson, Island County
Janet Ray, AAA Washington
Andrew Strobel, Puyallup Tribe of Indians
Deputy Mayor Robert Thoms, Metropolitan Center–Tacoma
* Chip Vincent, Regional Staff Committee
* Mayor Amy Walen, Other Cities & Towns in King County

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

Melissa Bailey, King County Council Staff
Ben Bakkenta, PSRC
Gil Cerise, PSRC
June DeVoll, Community Transit
Peter Heffernan, King County DOT
Paul Inghram, PSRC
Eric Irelan, King County DOT
Will Knedlik
Mitch Koch, PSRC
Paul W. Locke
Kate March, City of Bellevue
Andi Markley, PSRC
Evette Mason, Port of Tacoma
Kelly McGourty, PSRC
Ian Munce, City of Tacoma
Cynthia Overby, Siemens
Brian Parry, Sound Cities Association
Joel Pfundt, City of Kirkland
Cheryl Saltys, PSRC
JoAnn Schueler, WSDOT
Jeff Storrar, PSRC
Alex Tsimerman, StandUP-America
Liz Underwood-Bultmann, PSRC
To: Transportation Policy Board  
From: Kelly McGourty, Senior Program Manager, Transportation Planning  
Subject: Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP)

IN BRIEF

Two agencies submitted six projects this month for routine amendment into the Regional TIP. These projects are summarized in Exhibit A. These projects were awarded local, state and federal funding through various processes. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2040 and Transportation 2040.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2017-2020 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

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

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

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

Consistency with VISION 2040 and Transportation 2040

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

Air Quality Conformity

The projects in Exhibit A were reviewed and it has been determined that a new air quality analysis and conformity determination is not required because each project falls into one or more of the following categories:

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

Funding Reasonably Expected to be Available

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

PSRC’s Project Tracking Policies

This month’s amendment includes no Project Tracking actions.

Federal and State Fund Source Descriptions

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

NHPP Provides support for the condition and performance of the National Highway System (NHS).

For more information, please contact Chris Peak at (206) 464-7536 or cpeak@psrc.org.

Attachments:
Exhibit A
### Project(s) Proposed for Routine Amendment to 2017-2020 TIP

**Month:** March  
**Year:** 2018

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title and Work Description</th>
<th>Funding</th>
<th>PSRC Action Needed</th>
</tr>
</thead>
</table>
| 1. Kitsap Transit | **Wheaton Way Transit Center**  
Adding a new Construction phase to provide a transit center and park & ride in East Bremerton, Washington. | $9,000,000 State  
$1,443,000 Local  
$10,443,000 Total | ☐ ☑ ☐ ☐ |

| 2. Kitsap Transit | **Passenger Only Ferry: Southworth - Downtown Seattle**  
Adding new Preliminary Engineering and Construction phases that will provide approximately one boat and improve the existing ferry terminal in Southworth for passenger-only ferry (POF) service. | $9,126,899 Local  
$9,126,899 Total | ☐ ☑ ☐ ☐ |

| 3. Kitsap Transit | **Passenger Only Ferry: Kingston - Downtown Seattle**  
Adding new Preliminary Engineering and Construction phases that will provide approximately two boats and improve the existing ferry terminal in Kingston for passenger-only ferry (POF) service. | $19,274,714 Local  
$19,274,714 Total | ☐ ☑ ☐ ☐ |

| 4. Kitsap Transit | **Passenger Only Ferry: Bremerton-Downtown Seattle**  
New Preliminary Engineering and Construction phases that will provide approximately two boats and improve the existing ferry terminal in Bremerton for passenger-only ferry (POF) service. | $12,530,046 Local  
$12,530,046 Total | ☐ ☑ ☐ ☐ |

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Attachment: Exhibit A (2017 : TIP Amendment - March 2018)
<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title and Work Description</th>
<th>Funding</th>
<th>PSRC Action Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. WSDOT Northwest Region</td>
<td>I-5/Northbound Seneca St to Olive Way - Mobility Improvements&lt;br&gt;Adding new Construction phase that will provide an additional northbound lane between Seneca Street and the Olive Way off ramp to provide mobility along the corridor.</td>
<td>$4,789,939 Federal NHPP&lt;br&gt;$747,563 Local&lt;br&gt;$5,537,502 Total</td>
<td></td>
</tr>
<tr>
<td>6. WSDOT Northwest Region</td>
<td>I-5/Northbound I-90 to SR 520 - Active Traffic Management&lt;br&gt;Adding new Construction phase to install metering on the Cherry Street to northbound I-5 ramp and the northbound I-5 collector distributor ramp and extend the Active Traffic Management System on northbound I-5 from I-90 to SR 520.</td>
<td>$10,558,865 Federal NHPP&lt;br&gt;$1,647,916 Local&lt;br&gt;$12,206,781 Total</td>
<td></td>
</tr>
</tbody>
</table>
CONSENT AGENDA

March 1, 2018

To: Transportation Policy Board

From: Kelly McGourty, Senior Program Manager, Transportation Planning

Subject: Recommend Full Certification of the Comprehensive Plan for Milton

IN BRIEF

Consistent with PSRC’s adopted plan review process, staff recommends full certification of the 2018 comprehensive plan amendments for the City of Milton.

RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should:

Recommend that the Executive Board Certify that the transportation-related provisions of the comprehensive plan for the City of Milton, as amended in 2018, are consistent with the multicounty planning policies and the regional transportation plan and conform to the Growth Management requirements for transportation planning. (certification report)

DISCUSSION

On January 28, 2016, PSRC conditionally certified the City of Milton’s 2015 periodic update of the comprehensive plan. Conditional certification allowed the city to qualify for PSRC managed federal funding while working to address the conditions. As a condition for full certification, the city was asked to amend the comprehensive plan to address inconsistencies between land use assumptions used in the plan and housing growth targets adopted by Pierce and King counties and make clear that all elements of the plan assume consistent 20-year growth in housing and jobs.

RCW 36.70A.130 requires that local comprehensive plan updates accommodate the growth projected to occur over the subsequent 20-year period. VISION 2040 (MPP-DP-3) calls for countywide adoption of housing and employment growth targets that promote the Regional Growth Strategy. MPP-T-9 calls for coordination of state, regional, and local transportation planning in support of that strategy. RCW 36.70A.070 requires the transportation element of local comprehensive plans to implement and be consistent with the land use element.
Located within two counties, the City of Milton plans for targets set in both King and Pierce counties. For the 20-year planning period in this update, the estimated combined housing target is 300 units and the employment target 1000 jobs.

The 2018 amendments clarify the basis for the land use assumptions and bring the household growth assumption in the land use, housing, and transportation elements into alignment with each other and with the adopted targets.

The amendments have been reviewed in accordance with the adopted plan review process. They were found to be consistent with the multicounty planning policies and the regional transportation plan and to conform to transportation planning requirements in the Growth Management Act. PSRC staff coordinated with city staff in the review of the amendments and the development of the certification reports.

For more information, please contact Principal Planner Michael Hubner at (206) 971-3289 or MHubner@psrc.org or Associate Planner Laura Benjamin at lbenjamin@psrc.org or (206) 464-7134.
DISCUSSION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Senior Program Manager, Transportation Planning

Subject: Regional Transportation Plan Update--Summary of Public Comments

IN BRIEF

The Regional Transportation Plan was released for public comment on December 14, 2017, with the formal comment period concluding on January 31, 2018. The board was provided a high-level briefing in February of preliminary themes from the public comments received. At the March meeting, staff will present a more comprehensive briefing, including proposed staff responses to comments and issues for board review and further discussion.

DISCUSSION

The formal public comment period for the draft Regional Transportation Plan was conducted from December 14, 2017 to January 31, 2018. As of February 14, a total of 152 respondents submitted comments, including PSRC member jurisdictions, members of the public, and other organizations. Per standard practice, each of these communications was parsed into individual topic area comments. From the 152 communications, approximately 850 individual comments are noted. The topic areas under which the comments are categorized are as follows:

- Analysis results and tools
- Aviation
- Bicycle / pedestrian
- Climate change / air quality
- Congestion / roadway capacity
- Equity
- Ferries
- Financial strategy
- Freight
- General plan support
- Health
- Maintenance and preservation
- Miscellaneous / other
At the March 8 board meeting, staff will review the comments in greater detail and provide information on three categories of comment type – those that are considered technical corrections; those that are general comments; and those that will be presented for further board review and discussion.

All of the comments received will be posted on PSRC’s website at https://www.psrc.org/our-work/rtp. Communications from organizations will be posted separately, and one combined report of all individual citizen comments will also be provided. A full report, including the detailed accounting by topic area and the proposed staff responses, will also be provided on this web page.

This information is provided as a discussion item to the board in March, with time for further review and discussion prior to the scheduled recommendation of the plan in April. As a reminder, approval by the General Assembly is scheduled for May 31, 2018.

For more information, please contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.
DISCUSSION ITEM

March 1, 2018

To: Transportation Policy Board

From: Kelly McGourty, Senior Program Manager, Transportation Planning

Subject: Coordination with the Puget Sound Clean Air Agency on the Four-Part Greenhouse Gas Strategy

IN BRIEF

An update to PSRC’s Four-Part Greenhouse Gas Strategy was included as part of the draft Regional Transportation Plan. The Board was most recently briefed on the strategy in October 2017, including the coordination with the Puget Sound Clean Air Agency (PSCAA) on its work to support the regional greenhouse gas targets adopted by the PSCAA board in February 2017.

Staff was directed to continue the collaboration with PSCAA, and report back to the board at regular intervals on the progress of both work programs.

DISCUSSION

PSRC’s Four-Part Greenhouse Gas Strategy was adopted as part of Transportation 2040 in 2010, including the four elements of land use, choices, pricing and technology. In 2010, the strategy encompassed the policies and investments in the plan and went further to create scenarios for additional benefits that might be achieved by 2040, particularly related to vehicle technology.

As part of the 2018 update to the Regional Transportation Plan, the strategy was revised to reflect current conditions, including the advancements since 2010 in fuel economy standards and implementation activities within the other elements of the strategy, as well as the revised policies and investments contained in the draft plan. The revised strategy then goes further to identify additional emission reductions that might be achieved within each of the four elements, beyond the policies and investments included in the draft plan.

The board has previously received updates on the work of the PSCAA to support the regional greenhouse gas emission targets adopted by their board in February 2017. PSRC and PSCAA have been working closely together on analysis of strategies and consistent information, and staff was directed to continue this collaboration and periodically report back on progress.
PSCAA will provide a report to the board at the March 8 meeting regarding the analysis of strategies to support their agency’s regional greenhouse gas emissions targets, and next steps in their process to determine future actions. The intersection between the PSCAA work and the PSRC Four-Part Greenhouse Gas Strategy will be discussed, as well as the process and schedule for adoption of the Regional Transportation Plan, the relevant work program areas as part of the update to VISION, and any additional next steps in the PSRC work program.

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