Transportation Policy Board
Thursday, April 12, 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 Transportation Policy Board Meeting held March 8, 2018
   b. Recommend Authorizing a Change in Transportation 2040 Project Status for the WSDOT I-5: Seneca to Mercer – Additional Lane Project
6. Action Item (9:55)
   a. Recommend Adoption of Regional Transportation Plan -- Kelly McGourty
7. Action Item (10:40)
   a. Recommend Streamlining the PSRC/WSDOT Coordinated Grant Program for Special Needs Transportation -- Gil Cerise
8. Discussion Item (11:00)
   a. Performance Based Planning and Federal Target Setting -- Sean Ardussi and Kelly McGourty, PSRC
9. Information Item
   a. Regional Transportation Plan - SEPA Addendum
10. Next Meeting: May 10, 9:30 - 11:30 a.m., PSRC Board Room
    Major Topics for May:
    -- Recommend Projects to Receive PSRC FHWA Contingency Funds
    -- State Facilities Action Plan--State Facilities of Local Interest
    -- VISION 2050--Briefing on Scope/Work Plan

    Save the Date:
    PSRC Annual General Assembly, May 31, 2018, 11:30 a.m.-1:30 p.m., at The Sanctuary
    Seattle at The Mark Seattle, 811 - 5th Avenue, Seattle, WA 98104

11. Adjourn (11:30)
MINUTES OF THE
TRANSPORTATION POLICY BOARD
March 8, 2018

[To watch a video of the meeting and hear the full discussion, please go to: http://psrcwa.iqm2.com/Citizens/Default.aspx.]

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 John Persak, alternate representing the International Longshore Workers Union Local 19.

Chair Johnson reported that at its February meeting, the Executive Board adopted without change the 2018 Policy Framework for PSRC’s Federal Funds and the distribution of regional project evaluation criteria points as recommended by the Transportation Policy Board. The Executive Board also discussed the topic of funding eligibility for military installations. PSRC has committed to address this issue in the VISION 2050 update process, and any resulting policy updates will be taken up by the next Project Selection Task Force in 2019. The draft Regional Centers Framework, which will be incorporated in the VISION 2050 update process, includes a recommendation to recognize the four major military installations as separate regional geographies in VISION 2050. The Executive Board will continue its discussion and take action on the Centers Framework in March. Staff will report back to the Transportation Policy Board in April on the action taken by the Executive Board and next steps.

COMMUNICATIONS AND PUBLIC COMMENT

The following people addressed the board:

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

STAFF REPORT

Kelly McGourty, Senior Program Manager–Transportation Planning, reported that the Call for Projects for the 2018 project selection process was released on February 26.
CONSENT AGENDA

a. Approval of Minutes of 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

ACTION: The motion was made by Councilmember Bek Ashby and seconded by Councilmember Debora Nelson to adopt the Consent Agenda. The motion passed.

REGIONAL TRANSPORTATION PLAN—SUMMARY OF PUBLIC COMMENTS

The draft Regional Transportation Plan was released for a formal public comment period from December 14, 2017, through January 31, 2018 (comments will continue to be accepted through May 31, when the plan is scheduled for adoption). Kelly McGourty and Ben Bakkenta, Senior Program Manager—Regional Planning, reviewed with the board the comments received through February 14 and proposed staff responses.

A total of 152 respondents submitted commentaries, which were then parsed into 842 individual comments and coded into 26 separate topic categories. Mr. Bakkenta presented key themes from the five categories that received the most comments: financial strategy, bicycle/pedestrian, equity, freight, and project-specific comments.

Comments were grouped into three types as follows: 1) 723 general comments; 2) 98 technical corrections; and 3) 21 comments being brought to the attention of the Board for their review and direction. These latter comments were related to future work program items under a variety of categories such as passenger-only ferries, technology, and others. Ms. McGourty and Mr. Bakkenta presented the comments for the Board’s review, along with staff proposals for how to address them, and Board members provided input and suggestions.

The Transportation Policy Board is scheduled to forward a final draft plan to the Executive Board in April. Chair Johnson noted that at the April 12 meeting, Board members will have an opportunity to propose additional feedback on the plan based on the discussion today. He asked for any proposals that were not discussed at today’s meeting to be forwarded to PSRC staff before the end of March.

COORDINATION WITH THE PUGET SOUND CLEAN AIR AGENCY ON THE FOUR-PART GREENHOUSE GAS STRATEGY

To set the context for the discussion, Kelly McGourty provided an overview of PSRC’s Four-Part Greenhouse Gas Strategy, which relies on land use, choices, user fees, and technology to reduce greenhouse gas (GHG) emissions. The strategy was first adopted as part of Transportation 2040 in 2010, and is being updated as part of the 2018 update to the Regional Transportation Plan to reflect current conditions and the revised policies and investments included in the draft plan. Ms. McGourty reviewed what the draft plan accomplishes in terms of reducing emissions and described additional emissions reductions that might be achieved within each part of the GHG strategy beyond what is currently included. PSRC will continue to collaborate with the Puget Sound Clean Air Agency, monitor and report progress to the Board at regular intervals, and begin research and engagement on additional steps to reduce GHG emissions.
Craig Kenworthy, Executive Director of the Puget Sound Clean Air Agency (PSCAA), presented their efforts related to reducing greenhouse gas emissions. He emphasized that the climate is changing and robust actions are needed. In 2017, the PSCAA Board strengthened its GHG emissions reduction targets to reduce regional GHG equivalent missions 50% by 2030 and 80% by 2050 compared to 1990. PSCAA staff has since evaluated 11 candidate actions to reduce GHG emissions. The evaluation highlighted three areas needed to achieve meaningful emission reduction: cleaner vehicles, cleaner fuels, and mode shift. PSCAA staff shared initial evaluation results with their Board in February, and anticipates receiving direction from the Board later this year.

ADJOURN

The meeting adjourned at 11:33 a.m.
TRANSPORTATION POLICY BOARD
March 8, 2018

TPB MEMBERS & ALTERNATES PRESENT
Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
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 (via remote)
Abigail Doerr, Transportation Choices Coalition
Deputy Mayor Davina Duerr, Other Cities & Towns in King County (Alt.)
Mayor Becky Erickson, Kitsap Transit, Vice Chair (via remote)
Anne Eskridge, University of Washington
Councilmember Kevin Gorman, Metropolitan Center–Bremerton
Jesse Hamashima, Regional Staff Committee (Alt.)
Councilmember Rob Johnson, City of Seattle, Chair
Craig Kenworthy, Puget Sound Clean Air Agency (Alt.)
Jefferson Ketchel, Snohomish Health District
Councilmember Kathy Lambert, King County
Mayor Ron Lucas, Other Cities & Towns in Pierce County
Councilmember Ryan Mello, Local Transit–Pierce County
Councilmember Debora Nelson, Other Cities & Towns in Snohomish County
Councilmember Mike O’Brien, City of Seattle
Mayor Mary Lou Pauly, Other Cities & Towns in King County (Alt.)
John Persak, ILWU Local 19 (Alt.)
Dave Ramsay, WA State Transportation Improvement Board
Janet Ray, AAA Washington (via remote)
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.)
Andrew Strobel, Puyallup Tribe of Indians
Councilmember Mike Todd, Community Transit (Alt.)
Blake Trask, Cascade Bicycle Club
Councilmember Benson Wong, Other Cities & Towns in King County (Alt.)
Councilmember Stephanie Wright, Snohomish County (via remote)

TPB MEMBERS ABSENT (*alternate present)
Councilmember Claudia Balducci, King County
John Daniels, Jr., Muckleshoot Indian Tribe
Commissioner Shiv Batra, WA State Transportation Commission
Senator Joe Fain, Senate Transportation Committee
Dan Gatchet, Freight Mobility Strategic Investment Board
Commissioner Robert Gelder, Kitsap County
Representative Mia Gregerson, House Transportation Committee
Senator Steve Hobbs, Senate Transportation Committee
Commissioner Don Johnson, Ports
* Councilmember Kate Kruller, Other Cities & Towns in King County

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TPB MEMBERS ABSENT (*alternate present) – cont’d
Councilmember Joe McDermott, Local Transit–King County
* Dan McKisson, ILWU Local 19
* Secretary Roger Millar, WSDOT
Councilmember Jay Mills, The Suquamish Tribe
Trinity Parker, Transportation Operators Committee
Commissioner Helen Price Johnson, Island County
Mayor Dana Ralph, Other Cities & Towns in King County
* Councilmember Terry Ryan, Community Transit
Councilmember 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
Erika Harris, PSRC
Will Knedlik, Washington State Good Roads & Transportation Assn.
Paul W. Locke
Kate March, City of Bellevue
Kelly McGourty, PSRC
Casey Moreau, PSRC
Pavithra Parthasarathi, PSRC
Cheryl Saltys, PSRC
Maria Sandercock, PSRC
Michael Schmeltz, Puget Sound Clean Air Agency
Amy Shumann, Public Health Seattle-King County
Jeff Storrar, PSRC
Kathy Strange, Puget Sound Clean Air Agency
Alex Tsimerman, StandUP-America
Jude Willcher, Seattle DOT
CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Senior Program Manager, Transportation Planning

Subject: Recommend Authorizing a Change in Transportation 2040 Project Status for the WSDOT I-5: Seneca to Mercer – Additional Lane Project

IN BRIEF

WSDOT has submitted a request to change the status of the I-5: Seneca to Mercer Street – Additional Lane Project from “Candidate” to “Approved.” Per PSRC’s adopted procedures, requests to change a project status require board action.

RECOMMENDED ACTION

The Transportation Policy Board should recommend that the Executive Board authorize a change in project status for WSDOT’s I-5: Seneca to Mercer Street – Additional Lane project from “Candidate” to “Approved.”

DISCUSSION

The region’s long-range metropolitan transportation plan, Transportation 2040, contains policies requiring PSRC’s Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in Transportation 2040 are designated as Candidate, Approved, or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but that one or more of the following has not yet been completed: environmental documentation and approvals, financial plan, and/or other planning requirements. A project’s status is changed to Approved once these requirements have been met. Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final signatures on its environmental documentation but has completed all other requirements, the Executive Board may grant Conditional Approval. Once the final details have been completed, staff has the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

The I-5: Seneca to Mercer Street – Additional Lane Project provides one additional northbound lane between the Seneca Street and Olive Way off-ramps by reconstructing portions of bridge
structures and asphalt shoulders on I-5, as well as re-striping the existing roadway. Additional elements of the project include the installation of meters on the Cherry Street and northbound collector-distributor on-ramps, reconfiguring the northbound Cherry Street on-ramp to serve as an auxiliary lane to the Olive Way exit, and extending the current Active Traffic Management System north to SR 520.

Table 1 below provides additional details of the project seeking approval, including the criteria used to review the project for the requested status change.

Table 1: Project Details and Review Criteria

<table>
<thead>
<tr>
<th>Review Criteria</th>
<th>I-5: Seneca to Mercer Street – Additional Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>$20,509,436</td>
</tr>
<tr>
<td>Consistency with Transportation 2040 Policies</td>
<td>The project is consistent with regional policy.</td>
</tr>
<tr>
<td>Benefit-Cost Analysis</td>
<td>This project is exempt from benefit-cost analysis requirements because the investment is less than $100 million.</td>
</tr>
<tr>
<td>Environmental Documentation</td>
<td>Under both NEPA and SEPA, this investment is classified as a Categorical Exclusion; documentation was completed in 2014.</td>
</tr>
<tr>
<td>Other Planning Requirements</td>
<td>Not applicable. WSDOT has not entered into any agreements or partnerships to implement this project.</td>
</tr>
<tr>
<td>Financial Feasibility</td>
<td>Funds for this investment are provided by the Federal Highway Administration ($18 million) and state funds ($2.5 million).</td>
</tr>
<tr>
<td>Air Quality Conformity</td>
<td>Approving this project will not change the region’s air quality conformity determination.</td>
</tr>
</tbody>
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For more information, please contact Benjamin Brackett at 206-971-3280 or bbrackett@psrc.org.
ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Senior Program Manager, Transportation Planning

Subject: Recommend Adoption of Regional Transportation Plan

IN BRIEF

The Transportation Policy Board has been briefed throughout 2017-2018 on the development of the draft Regional Transportation Plan, including the public comments received through the formal comment period that concluded on January 31, 2018. At the April 12, 2018 meeting, the board will be asked to recommend adoption of the draft plan.

RECOMMENDED ACTION

The Transportation Policy Board should recommend adoption of the draft Regional Transportation Plan to the Executive Board.

DISCUSSION

Through the formal public comment period held between December 14, 2017 and January 31, 2018, a total of 152 respondents submitted comments on the draft regional transportation plan. From these 152 communications, 842 individual comments were noted, on a wide variety of topics.

At its meeting on March 8, the board was provided a summary report on the public comments received on the draft plan, including proposed staff responses. Comments were categorized into three types – technical corrections to the draft plan, general comments, and a smaller subset that were highlighted for board review and discussion. There were 21 comments in this latter category that were presented to the Transportation Policy Board meeting on March 8, along with staff proposals for consideration.

Overall, there is support for the draft plan and the investments and policies contained within. The general themes from the comments indicate a need to focus on implementation of the plan, across a wide spectrum of topics. These include freight, technology, pricing, transit, equity, etc.
As a reminder, all of the comments received have been posted on PSRC’s website at https://www.psrc.org/our-work/rtp. Communications from organizations are posted separately, and one combined report of all individual citizen comments is also provided. A full report, including the detailed accounting by topic area and the proposed staff responses, is also available on this web page.

At the April 12 meeting, the board will be asked to provide any further direction to staff on the development of the final plan and recommend adoption to the Executive Board. Final adoption 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.
ACTION ITEM

To: Transportation Policy Board
From: Kelly McGourty, Senior Program Manager, Transportation Planning
Subject: Recommend Streamlining the PSRC/WSDOT Coordinated Grant Program for Special Needs Transportation

IN BRIEF

PSRC and WSDOT are proposing to streamline the current special needs transportation funding competition (Coordinated Grant competition). The proposed streamlined process addresses issues identified by past applicants and special needs transportation stakeholders. The streamlined process retains large urban funding in our region and simplifies the application process for grant applicants and other stakeholders. Under the streamlined process, WSDOT takes on more responsibility for the overall project selection process, while PSRC continues to identify regional priority projects and participates in the funding decision-making process with WSDOT.

RECOMMENDED ACTION

The Transportation Policy Board should recommend that the Executive Board approve revising the roles between PSRC and WSDOT to implement the streamlined special needs transportation Coordinated Grant process.

DISCUSSION

Special needs transportation provides mobility for people who have difficulty transporting themselves due to age, income, or disability. The special needs transportation program focuses on transportation for people and areas that are currently underserved by or not able to use traditional fixed-route public transportation. As currently constituted, the funding program dedicated to special needs transportation in this region relies upon a coordinated funding process between PSRC and WSDOT that occurs every two years. Projects funded through this process rely upon funding sources from both PSRC and WSDOT.

Although the current grant program has successfully funded several projects within King, Pierce, and Snohomish counties for more than ten years (Kitsap County has typically participated in the state grant competition through the Peninsula Regional Transportation Planning Organization...
process), there have been challenges with maintaining the Coordinated Grant process. Feedback from stakeholders indicate that the challenges include the need to complete multiple applications for the similar funding sources, timing of awards between the two agencies, and other issues.

PSRC and WSDOT have been working together to address ongoing concerns and feedback from stakeholders about the coordination process and requirements for the Coordinated Grant competition. The two agencies have developed the streamlined grant process proposal with the goal of simplifying the process for this relatively small amount of funding. There are approximately $4 million per biennium dedicated to the large urban portion of this region.

The proposed streamlined grant process would reduce the amount of work and duplication of process for grant applicants seeking funding from all sources of special needs transportation funding in this region. It would also simplify roles and responsibilities between PSRC and WSDOT. Funding for the large urban area, that PSRC traditionally has awarded, will remain in this region.

Under the streamlined process, all special needs transportation funding will be awarded through WSDOT’s Consolidated Grant competition, consolidating funding from several complementary federal and state sources for special needs transportation programs. Applicants will only have to fill out one application to receive funding. WSDOT will be able to leverage the various funding sources available to fulfill project requests that score well and reflect regional priorities. PSRC will focus efforts on identifying regional priorities from among the projects being submitted from our region and will participate in WSDOT’s review and decision-making process for awarding funding. PSRC will continue to use its advisory committees, including the Special Needs Transportation Committee (SNTC) and the Transportation Operators Committee (TOC), to provide recommendations to the boards on priority projects within our region; and, the boards will have opportunity to review and recommend the regional priorities forwarded on to WSDOT. As in past years, PSRC will provide information to the boards on final project award amounts for the upcoming biennium.

The next grant competition is scheduled to begin in July 2018. If the board acts to approve this streamlined process, the boards will review regional priority ranking recommendations from the SNTC and the TOC at its November meeting.

For more information, please contact Gil Cerise at 206-971-3053 or gcerise@psrc.org.
IN BRIEF

The Transportation Policy Board will be briefed on the target setting process for the federally required Performance Management Final Rules. The briefing will also include a review of the data sources and measures that PSRC uses to monitor implementation of PSRC’s plans and policies.

DISCUSSION

The Fixing America’s Surface Transportation (FAST) Act, enacted in 2015, requires that both metropolitan and statewide transportation planning establish performance targets and performance measures to address safety, freight mobility, congestion relief, air quality and infrastructure conditions. Similarly, transit agencies are required to address asset management and safety performance. These requirements for measuring and reporting performance of the transportation system are now being implemented with the final rulemaking that was released in 2017.

PSRC has worked closely with local jurisdictions, transit agencies and WSDOT to develop targets and an approach to meet these requirements. To date, PSRC has adopted targets for two of the required performance measurement categories, and work is currently underway to finalize targets for the remaining categories by fall of 2018 as listed below:

- Transit Asset Management (targets adopted by Executive Board June 2017)
- Safety (targets adopted by Executive Board January 2018)
- Pavement and Bridge Condition
- System Performance
- Freight
- Congestion Mitigation and Air Quality (CMAQ)

WSDOT is required to establish statewide targets by May 2018, with PSRC and other MPOs establishing regional targets by November 2018. PSRC will be providing the Transportation
Policy Board with information on each of the remaining performance targets later this year and will be seeking a recommendation to the Executive Board for approval for each regional target.

The presentation on April 12 will also highlight ongoing efforts to expand beyond the federally required performance measures and to better incorporate a performance-based approach to the planning process using a wide variety of data sources and measures.

For more information, please contact Sean Ardussi, Senior Planner, at (206) 464-7080 or sardussi@psrc.org, or Craig Helmann, Senior Program Manager, at (206) 389-2889 or chelmann@psrc.org.
INFORMATION ITEM  
April 5, 2018

To: Transportation Policy Board  
From: Kelly McGourty, Senior Program Manager, Transportation Planning  
Subject: Regional Transportation Plan - SEPA Addendum

IN BRIEF

As part of the development of the 2018 Regional Transportation Plan, PSRC determined that any anticipated environmental impacts from the plan would be within the range of impacts described in the original Transportation 2040 Final Environmental Impact Statement (FEIS) published in 2010. As such, PSRC is issuing an Addendum to the FEIS in accordance with the State Environmental Policy Act.

DISCUSSION

The addendum can be viewed online at https://www.psrc.org/our-work/rtp, and all interested parties will be notified. Copies of the addendum are also available by contacting the PSRC Information Center at info@psrc.org or 206-464-7532.

Information on the appeal process is also available online at https://www.psrc.org/sites/default/files/sepa-procedures.pdf.

For more information, please contact Erika Harris, SEPA Responsible Official, at eharris@psrc.org or 206-464-6360.
Save the Date!

Annual General Assembly

Thursday, May 31, 2018 @ 11:30 am – 1:30 pm

The Sanctuary Seattle @ The Mark Seattle, 811 - 5th Avenue, Seattle, WA 98104