Transportation Policy Board
Thursday, October 11, 2018 • Business Meeting: 9:30 AM – 11:00 AM / Workshop: 11:00 AM – 12:30 PM
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. Director’s Report
5. Consent Agenda (9:50)
   a. Approve Minutes of Transportation Policy Board Meeting held September 13, 2018
   b. Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP)
6. Action Item (9:55)
   a. Recommend Adoption of 2019-2022 Regional TIP -- Kelly McGourty, PSRC
7. Action Item (10:10)
   a. Recommend Adoption of Remaining Federal Performance Targets -- Pavithra Parthasarathi, PSRC
8. Discussion Item (10:30)
   a. PSRC Federal Certification -- Dan Mathis, Federal Highway Administration & Ken Feldman, Federal Transit Administration
9. Next Meeting: November 8, 2018, 9:30 - 11:30 AM, PSRC Board Room
   Major Topics for November:
   -- Special Needs Transportation Regional Ranking for WSDOT Consolidated Grant Program
   -- 2018 Transit Integration Report
   -- Commute Trip Reduction Board's 2019-2023 Strategic Plan
10. Adjourn (11:00)
    The Transportation Policy Board will adjourn at 11:00 and be followed by WSDOT’s Workshop on I-5 Near Term Actions

11. WSDOT Workshop (11:00 - 12:30)
    WSDOT Workshop: Round Two of the I-5 Near-Term Action Agenda

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Casey Moreau, e-mail cmoreau@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.
MINUTES OF THE
TRANSPORTATION POLICY BOARD

September 13, 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 9:31 a.m. by Councilmember Rob Johnson, Chair.

REPORT OF THE CHAIR

Chair Johnson congratulated the Seattle Storm on their third WNBA championship.

COMMUNICATIONS AND PUBLIC COMMENT

The following people addressed the board:

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

DIRECTOR’S REPORT

Kelly McGourty, Director—Transportation Planning, welcomed board members to the meeting and did not have any information items to share.

CONSENT AGENDA

a. Approval of Minutes of Transportation Policy Board Meeting held July 12, 2018
b. Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP)

ACTION: The motion was made by Councilmember Kate Kruller and seconded by Commissioner Rob Gelder to adopt the Consent Agenda. The motion passed.
RELEASE DRAFT 2019-2022 REGIONAL TIP FOR PUBLIC COMMENT

Ms. McGourty provided an overview of the Draft 2019-2022 Regional Transportation Improvement Program (TIP), including total funding amounts and other details. The draft TIP includes projects with local, state and other federal funds expected to be utilized between 2019 and 2022. The TIP also incorporates the projects approved in July to receive PSRC’s 2021-2022 Federal Highway Administration and Federal Transit Administration funds. The action before the board is to release the draft TIP for public comment. A summary of comments received to date will be given at the October 11 Transportation Policy Board meeting, when the final 2019-2022 Regional TIP is scheduled to be recommended for Executive Board approval.

ACTION: The motion was made by Councilmember Commissioner Rob Gelder and seconded by Councilmember Terry Ryan that the Transportation Policy Board should authorize the release and distribution of the Draft 2019-2022 Regional Transportation Improvement Program (TIP) for public review and comment from September 13 through October 25, 2018. The motion passed.

DISCUSSION OF REMAINING FEDERAL PERFORMANCE TARGETS

Ms. McGourty informed the board that MAP-21 and the FAST Act established a new emphasis on performance-based planning. States and metropolitan planning organizations (MPOs) are required to adopt performance targets for a variety of measures. As the MPO, PSRC is required to establish targets by November 2018. The TPB and Executive Board have previously reviewed and adopted transit asset management targets and targets for safety.

Pavithra Parthasarathi, PSRC, shared a presentation on the background and descriptions of the remaining performance targets categories, including bridge and pavement condition, system performance, and targets related to the Congestion Mitigation and Air Quality Improvement Program. Within each of the categories there are various required measures that are very specific. Ms. Parthasarathi described each measure, the state targets, and also illustrated the alignment of each within the Regional Transportation Plan and current data. Craig Helmann, PSRC, highlighted the many measures that PSRC uses in planning efforts beyond these specific federal targets.

The board will be asked for action on federal performance targets at the October meeting. Staff are proposing to move forward with the state targets as presented. Adopted four-year targets can be revisited within the next four years, and the board discussed additional information that may be useful to consider as part of that update process.

I-5 SYSTEM PARTNERSHIP UPDATE

Robin Mayhew, WSDOT, provided the board with an update on the I-5 System Partnership. The partnership is a collaboration of stakeholders that have been meeting since March 2018 to develop a regionally shared understanding of challenges for the I-5 corridor. The group is currently developing a vision, goals and strategies. The expected outcome is a findings and recommendation report in February 2019. Subsequent work is expected to include an evaluation of scenarios and an eventual master plan. The master plan is expected to detail policy implementation, a management plan, and multimodal project and program implementation.
SNOHOMISH COUNTY PRESERVATION AND MAINTENANCE PROGRAM

Steve Thomsen and Joyce Barnes, Snohomish County Public Works, provided the board with a presentation on Snohomish County’s pavement preservation and pavement management system. Mr. Thomsen detailed the county’s process and workflow for managing pavement conditions. He shared details of the crack seal, chip seal and annual overlay programs along with their associated costs. He also noted that Snohomish County partners with other cities within the county on their joint paving program. Mr. Thomsen outlined recommendations and keys to a successful pavement preservation program.

ADJOURN

The meeting adjourned at 11:27 a.m.
TRANSPORTATION POLICY BOARD
September 13, 2018

TPB MEMBERS & ALTERNATES PRESENT

Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
Councilmember Chris Beale, City of Tacoma
Commissioner Ryan Calkins, Ports
Councilmember John Clauson, Local Transit–Kitsap County (via remote)
Jennifer Cook, AAA Washington – (via remote)
Doug DeForest, Thurston Regional Planning Council – (via remote)
Deputy Mayor Davina Duerr, Other Cities & Towns in King County (Alt.)
Mayor Becky Erickson, Local Transit – Kitsap County, Vice Chair – (via remote)
Anne Eskridge, University of Washington
Commissioner Robert Gelder, Kitsap County
Councilmember Kevin Gorman, Metropolitan Center–Bremerton
Jesse Hamashima, Regional Staff Committee (Alt.)
Councilmember Rob Johnson, City of Seattle, Chair
Councilmember Kate Kruller, 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
Kelsey Mesher, Transportation Choices Coalition
Councilmember Debora Nelson, Other Cities & Towns in Snohomish County (via remote)
Mayor Mary Lou Pauly, Other Cities & Towns in King County (Alt.)
Mayor Dana Ralph, Other Cities & Towns in King County
Councilmember Doug Richardson, Pierce County
Councilmember Terry Ryan, Local Transit – Snohomish County
Councilmember Mike Todd, Local Transit – Snohomish County (Alt.)
Blake Trask, Cascade Bicycle Club
Councilmember Stephanie Wright, Snohomish County – (via remote)
John Wynands, WSDOT (Alt.)
Councilmember Janice Zahn, Metropolitan Center–Bellevue (Alt.) – (via remote)

TPB MEMBERS ABSENT (*alternate present)

Councilmember Claudia Balducci, King County
Commissioner Shiv Batra, WA State Transportation Commission
Rob Berman, Seattle Metropolitan Chamber of Commerce
Don Cairns, Regional Project Evaluation Committee
Councilmember John Daniels, Jr., Muckleshoot Indian Tribe
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
Councilmember Ryan Mello, Local Transit – Pierce County
*Secretary Roger Millar, WSDOT
Councilmember Jay Mills, The Suquamish Tribe
Councilmember Mike O’Brien, City of Seattle
Commissioner Helen Price Johnson, Island County

Doc ID 2383
TPB MEMBERS ABSENT (*alternate present) continued

Dave Ramsay, WA State Transportation Improvement Board
Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency
*Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
Andrew Strobel, Puyallup Tribe of Indians
*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)

Joyce Barnes, Snohomish County
Gil Cerise, PSRC
June Devoll, Community Transit
Andrea Harris-Long, PSRC
Peter Heffernan, King County
Craig Helmann, PSRC
Kathryn Johnson, PSRC
Will Knedlik, Washington State Good Roads & Transportation Assn.
Paul W. Locke
Robin Mayhew, WSDOT
Kelly McGourty, PSRC
Casey Moreau, PSRC
Brian Parry, Sound Cities Association
Pavithra Parthasarathi, PSRC
Marguerite Richard, Seattle Poverty Action Network
Sheila Rogers, PSRC
JoAnn Schueler, WSDOT
Ryan Thompto, PSRC
Alex Tsimerman, AlexforAmerica.com
Jude Willcher, Seattle DOT
Lacey Jane Wolfe, City of Bellevue
CONSENT AGENDA

October 4, 2018

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Routine Amendment to the 2017-2020 Transportation Improvement Program (TIP)

IN BRIEF

Three agencies submitted three 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, such as National Highway Performance Program funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2040 and the Regional Transportation Plan.

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, the Regional Transportation Plan, 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 the Regional Transportation Plan**

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 the Regional Transportation Plan.

**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 Fund Source Descriptions**

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

- **NHS**  National Highway Performance Program funds that support the National Highway System.
- **STP (W)**  Surface Transportation Block Grant Program funds managed by WSDOT and used for state highway system preservation and interstate reconstruction.

For more information, please contact Ryan Thompto at (206) 464-7122 or rthompto@psrc.org.

Attachments:
Exhibit A
<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. King County Department of Transportation (Road Services) | 4th Avenue SW Enhancement Project
New project adding Preliminary Engineering and Construction funds to support a re-channelization of 4th Avenue SW from SW Roxbury Street to 100th Avenue SW that will provide a new sidewalk, landscaping, on-street parallel parking, stormwater management, and curb bulbs. | $1,779,150 State
$936,250 Local
$2,715,400 Total | ☐ ☑ ☐ ☐ |
| 2. Snohomish County                                 | Airport Road/128th Street SW Overlay
New project adding Preliminary Engineering and Construction funds to provide a full width 2.5 inch overlay. All pavement markings will be replaced and ADA ramps upgraded as necessary. | $3,056,000 Federal NHS
$476,866 Local
$3,532,866 Total | ☐ ☑ ☐ ☐ |
| 3. WSDOT Olympic Region                             | SR 162/Spikeon Creek Bridge - Bridge Replacement
New project adding Preliminary Engineering and Construction funds to construct a new bridge replacing the existing structurally deficient bridge. | $3,809,587 Federal STP(W)
$85,733 State
$3,895,320 Total | ☐ ☑ ☐ ☐ |
ACTION ITEM

October 4, 2018

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Adoption of 2019-2022 Regional TIP

IN BRIEF

The Draft 2019-2022 Regional Transportation Improvement Program (TIP) was released for public review and comment on September 13, 2018. The comment period will continue through October 25, when the Executive Board is scheduled to take action on the final TIP. The 2019-2022 TIP includes the projects approved by the Executive Board in July to receive PSRC’s 2021-2022 Federal Highway Administration and Federal Transit Administration funds, as well as projects with local, state and other federal funds expected to be utilized between 2019 and 2022. The TIP document also includes a positive air quality conformity finding, background on the project selection process, an Environmental Justice/equity analysis, and additional information.

A summary of comments received as of September 30 is included in Attachment A; any additional comments received by the October 11 Transportation Policy Board meeting will be provided at that time.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board adopt the 2019-2022 Regional TIP, including the following actions and findings:

A. Compliance with State and Federal Requirements

PSRC finds that the 2019-2022 Regional TIP satisfies all state and federal requirements, including consistency with the Regional Transportation Plan, financial feasibility, and a positive finding of air quality conformity. PSRC has also provided reasonable opportunity for public review and considered public comments. Therefore, the 2019-2022 Regional TIP should be adopted by PSRC and submitted to the Governor and federal funding agencies for approval.
B. **Project Selection – Required for the Federal Highway Administration and Federal Transit Administration Funds Managed by PSRC**

PSRC approves project selection for all projects in the 2019-2022 Regional TIP for which PSRC has project selection responsibilities. These include projects with Surface Transportation Block Grant Program (STP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), and Federal Transit Administration (FTA) formula funds.

C. **Authorization for Administrative Amendments to the TIP**

PSRC staff are authorized to continue to achieve flexibility and efficiency in the administration of PSRC’s programming responsibilities. This authorization enables staff to execute administrative approval for reasonable agency requests for routine project and programming amendments to the approved TIP.

**DISCUSSION**

The Regional TIP is required under federal and state legislation and helps to ensure that transportation projects in the region are meeting regional policies and federal and state requirements such as those under the Clean Air Act. The TIP is a four-year program of projects that must be updated at least every four years. In the central Puget Sound region, a new TIP is created after each project selection process for PSRC’s federal funds, which occurs usually every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects in the region, regardless of funding source.

Documentation on the 2018 project selection process and the development of the new 2019-2022 Regional TIP has been available on PSRC’s website throughout the year. In addition, major action items taken by the boards, such as approval of the 2018 Policy Framework for PSRC’s Federal Funds in February and approval of the recommended projects in July, have been featured in PSRC’s At Work publication, which is sent to board and committee members, legislators, and interested parties.

Consistent with PSRC’s Public Participation Plan, the Draft 2019-2022 Regional TIP was released for a public comment period on September 13, 2018. In addition to detailed project information, the TIP includes documentation on the project selection process for PSRC’s federal funds, the positive air quality conformity finding of the Regional TIP, an Environmental Justice/equity analysis, details on the financial information contained in the TIP, and other data. A news release was sent to local newspapers and media outlets, and the draft TIP was provided to major libraries in the region. Full documentation is available on PSRC’s website at [https://www.psrc.org/our-work/funding/transportation-improvement-program](https://www.psrc.org/our-work/funding/transportation-improvement-program), including an interactive web map with information on each project.

Public comments received through September 30 are included in Attachment A. PSRC responds to every comment submitted, and comments regarding specific projects are also forwarded to the appropriate project sponsor for additional response. Any additional comments received by the October 11 Transportation Policy Board meeting will be provided at that time.

Once a new TIP is adopted, sponsors are offered the opportunity to update existing projects or add new projects on a monthly basis. New projects and existing projects adding a future phase must be approved by PSRC’s Boards, with the exception of projects that are not regionally significant (i.e., not required to be on the Regional Transportation Plan Regional Capacity

Doc ID 2381
Project list) with a total project cost less than $3 million. PSRC staff has been authorized to administratively approve these projects, along with amendments to existing projects in the approved TIP that are not adding a new phase.

Upon approval by the Executive Board, the 2019-2022 Regional TIP will be forwarded to the state, with state and federal approvals expected in January 2019. Activity on existing projects since the Draft TIP was prepared will be incorporated into this final submittal, and as such total dollar figures for the 2019-2022 TIP will be updated.

For more information on the 2019-2022 Regional TIP, please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Attachments:
A - Public Comment on Draft 2019-2022 Regional TIP

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1 Refer to https://www.psrc.org/sites/default/files/rtp-201806regionalcapacityprojectlistthresholds.pdf for identification of which projects fall above and below this threshold.
PUBLIC COMMENTS ON THE DRAFT 2019-2022 REGIONAL TIP
Reflecting all comments received as of September 30, 2018

Note: PSRC responds to every comment, and where appropriate forwards the comment to any affected jurisdictions.

Comment 1:
9/13/2018
A Vote in Favor
Hello,

Please put me down as voting in favor of the project and spending the money to fund it!

Diana Clay
Lynnwood

Comment 2:
9/13/18
Mukilteo and Future of Flight need the SR 526 project with bus shelters + a good safe connection between Seaway Transit Center, Future of Flight and Mukilteo. Please expedite.

Joe Kunzler

Comment 3:
9/20/2018
Public comment on $6.2B transportation investments

Re. RTA – 100, I-405 Corridor
Dear Board Members,

Sound Transit and WSDOT have created a system that discourages carpooling and has done nothing to reduce congestion. Why? Because they waste money on outrageously expensive “signature” projects that barely increase transit ridership. Case in point – the planned $300M NE 85th ST triple decker overpass in Kirkland. Please call it what it really will be after reality hits their “strategic misrepresentation” – a $500M+ boondoggle. Instead of expanding parking and bus routes at Kirkland’s *existing* two P&R’s (Houghton and Totem Lake), they want to build a never-been-done-before intersection with no spots for parking spaces. When the Kirkland city manager has to propose a funicular to make this overpass even usable, there is something wrong.

Here’s what the north end of the I -405 corridor needs:

1) Expanded P&R spaces at each existing location, including the station in Snohomish County. These stations, especially Kingsgate, Brickyard and Canyon Park, are full by 7am.

2) New bridge and additional lanes at the I-405/SR-522 interchange that is *not* funded by future bonded toll revenue. Why are Bothell and Snohomish County drivers double-burdened by this capital project, in addition to the gas taxes we already pay, when no other drivers in the Puget Sound area are made to pay for their road projects through tolls? That $500M being considered for NE 85th ST
should go to building an I-405 overpass that WSDOT ruined when it created a perpetual bottleneck with HOT lanes.

3) Solutions that actually address congestion. My husband can't commute from Factoria to the Brickyard P&R on a bus in under 90 minutes. There is no transit service for my commute, so I pay for an expensive system that I can never use. Drivers coming from Monroe, Maltby and Hwy 9 on Hwy 522 add a significant amount of car trips to the I-405 corridor and have almost no transit options. Where is the reasonable BRT for these people?

Here in the north-end of the I-405 corridor, there are insufficient P&R spaces, overcrowded buses, limited routes and complete lack of transit service in the eastern part of the RTA district. Please make cost-effective, high-return investments that actually reduce congestion. We taxpayers are getting fed up with rising taxes with no results.

Sincerely,
Tris Samberg
Bothell

P.S. Look at Community Transit – they are making wise transit investments that produce real results.

Comment 4:

9/21/2018
Comments on TIP

Dear PSRC,

I would like to make the following comments on this TIP.

1. I don't support spending money to "improve" ITS systems. These things harm walkability along with local quality if life and they prioritize moving cars over moving people. This causes "induced demand" as the planning jargon goes, which we can empirically see on Mercer, whose traffic has worsened after ITS.

2. In the same vein, to avoid "induced demand" the state should not fund additional highway improvements. We should direct that money instead towards additional public transportation and active transportation investment.

3. I fully support Seattle's Rainier Rapidride and various other public transportation investments. The lion’s share of folks commuting downtown to Seattle are using the bus, for example, and as our region continues to grow, public transit is the only option that shall continue to scale.

Thank you so much for all your hard work.

Andrew Sang
ACTION ITEM

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: Recommend Adoption of Remaining Federal Performance Targets

IN BRIEF

Per the federal performance based planning provisions of the Fixing America’s Surface Transportation (FAST) Act, states and metropolitan planning organizations (MPOs) such as PSRC are required to adopt performance targets for a variety of measures. States were required to adopt targets by May 2018, and MPOs are required to adopt by November 2018.

In June 2017, the Executive Board adopted the transit asset management targets, and in January 2018 the targets for safety. At the September 13 Transportation Policy Board meeting, the remaining federal targets were presented for discussion. The board is asked to recommend adoption of the remaining targets at the October 11 meeting.

RECOMMENDED ACTION

The Transportation Policy Board should recommend that the Executive Board adopt the required federal performance targets identified in Table 1 of attachment A.

DISCUSSION

The Washington State Department of Transportation (WSDOT) has been working cooperatively with PSRC and other MPOs around the state to develop the statewide targets for the transportation performance measures as required by the FAST Act. As of May 2018, WSDOT has finalized the statewide targets; MPOs are required to either support the proposed statewide targets or to develop their own targets no later than November 16, 2018. In addition to these performance measures under the Federal Highway Administration programs, PSRC has been working closely with the region’s transit agencies on the two performance measures under the Federal Transit Administration programs.
The performance measurement rules under the FAST Act encompass the following categories:

- Safety
- Pavement Condition
- Bridge Condition
- System Performance
- Freight Movement
- Traffic Congestion
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Transit Asset Management
- Transit Safety

Final rules related to each measure above have been released at various dates over the last two years, with the most recent rule on transit safety released in July 2018. Federal guidance on each topic has also been phased, with the most recent guidance released as late as June 2018. Guidance related to the transit safety rule is still pending.

Transit asset management and safety targets have already been adopted by PSRC. In September, staff presented the statewide targets for each of the remaining categories, as well as contextual information on the relationship of the targets to current conditions and forecast information from the recently adopted Regional Transportation Plan. Attachment A provides additional background information per the September discussion. The board is asked to recommend adoption of the targets at their October 11 meeting.

For more information, contact Pavithra Parthasarathi at pparthasarathi@psrc.org or (206) 971-3277.

Attachments:
A - Targets Attachment
ATTACHMENT A: ADDITIONAL INFORMATION FOR FEDERAL PERFORMANCE TARGETS

Table 1 below identifies the proposed targets for the PSRC region, which are the same as those established by WSDOT.

Table 1: Proposed Performance Targets

<table>
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<tr>
<th>Program Area</th>
<th>Performance Measure</th>
<th>Proposed 2-year Target(^1)</th>
<th>Proposed 4-year Target(^2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Condition</td>
<td>Percent of bridges(^3) classified in good condition</td>
<td>30%</td>
<td>30%</td>
</tr>
<tr>
<td></td>
<td>Percent of bridges(^3) classified in poor condition</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Pavement Condition</td>
<td>Percent of interstate pavement(^4) in good condition</td>
<td>N/A</td>
<td>30%</td>
</tr>
<tr>
<td></td>
<td>Percent of interstate pavement(^4) in poor condition</td>
<td>N/A</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>Percent of non-interstate pavement(^4) in good condition</td>
<td>N/A</td>
<td>18%</td>
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<tr>
<td></td>
<td>Percent of non-interstate pavement(^4) in poor condition</td>
<td>N/A</td>
<td>5%</td>
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<tr>
<td>System Performance</td>
<td>Interstate Travel Time Reliability</td>
<td>70%</td>
<td>68%</td>
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<tr>
<td></td>
<td>Non-interstate Travel Time Reliability</td>
<td>N/A</td>
<td>61%</td>
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<tr>
<td></td>
<td>Freight Reliability Index</td>
<td>1.7</td>
<td>1.75</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>Hours of Delay per Capita(^5)</td>
<td>N/A</td>
<td>28*</td>
</tr>
<tr>
<td></td>
<td>Percent of non-SOV Commute Trips(^5)</td>
<td>32.8%</td>
<td>33.2%</td>
</tr>
<tr>
<td>Emissions Reduction</td>
<td>Fine Particulates (PM2.5)</td>
<td>2.16 kg/day</td>
<td>8.83 kg/day</td>
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<tr>
<td></td>
<td>Nitrogen Oxides (NOx)</td>
<td>54.88 kg/day</td>
<td>116.54 kg/day</td>
</tr>
</tbody>
</table>

Notes: \(^1\)2-year target period ends October 1, 2020; \(^2\)4-year target period ends October 1, 2022; \(^3\)Only includes bridges on the NHS; \(^4\)Only includes pavement on the NHS; \(^5\)Currently applies to the Seattle-Everett-Tacoma urbanized area; *Delay is provided in hours; **MPOs do not report 2-year targets. States and MPOs can adjust 4-year targets during the mid-performance progress report.

Per the discussion at the September 13, 2018 Transportation Policy Board meeting, additional information was requested related to bridge conditions, pavement targets set by other MPOs, and CMAQ project types. This information is provided below. The discussion of potential new measures and data will continue into the future for the next update to the targets, as well as the next update to the Regional Transportation Plan.
BRIDGE CONDITIONS

The latest WSDOT asset management report\(^1\) highlights overall improvements in statewide and state-owned bridge conditions while conditions on locally owned bridges remained steady in FY 2018 compared to FY 2017. As of June 2018, there are 3,322 WSDOT-owned bridges and 4,088 locally owned bridges, totaling 7,410 bridges across the state. The federal and recently adopted state targets only apply to the 2,341 WSDOT-owned bridges and 205 locally owned bridges on the National Highway System (NHS).

<table>
<thead>
<tr>
<th>National Highway System</th>
<th>National Highway System</th>
<th>Statewide</th>
</tr>
</thead>
<tbody>
<tr>
<td>WSDOT-owned</td>
<td>2,341</td>
<td>3,322</td>
</tr>
<tr>
<td>Locally owned</td>
<td>205</td>
<td>4,088</td>
</tr>
<tr>
<td>Totals</td>
<td>2,546</td>
<td>7,410</td>
</tr>
</tbody>
</table>

Most of WSDOT’s bridges are routinely inspected on a two-year cycle as mandated by FHWA. WSDOT takes a Practical Solutions approach to preservation and management of their bridges, which include elements such as load restrictions, maintenance repairs to reduce further structural damage and extend the time before extensive repair, rehabilitation and replacement is needed. When prioritizing bridge repair needs, WSDOT considers the severity of the issue, the importance of the route and the risks involved in delaying repairs. For the 2017-2019, there is $44.0 million in planned funding for bridge repairs.

WSDOT currently owns 266 bridges that are 80 years or older. The cost of replacing these bridges would be more than $2.7 billion over the next 20 years. While many of these bridges will remain in use during the next ten years, WSDOT will continue to focus on preservation of 27 of these bridges that are in poor condition.

\(^1\) The Gray Notebook: Quarterly Performance Analysis of WSDOT’s Multimodal Systems and Programs, Edition 70, June 2018
Other ongoing efforts include maintaining a list of priority bridge repairs, which are repairs that should be completed within one-year and includes 1,060 projects in FY 2018. WSDOT has contracted projects to address specific bridge elements (ex. replacing anchor cables on the I-90 floating bridge) and plans to spend $31.6 million on 18 concrete bridge deck rehabilitation during the 2017-2019 biennium.

WSDOT has 111 bridges statewide that should be replaced or rehabilitated over the next 10 years and the total estimated cost to address these bridges is approximately $711 million. Six of the 111 bridges have active contracts underway. WSDOT has also established a plan to perform seismic retrofits on select bridges on strategic highway routes in the Puget Sound area.

While cities and counties are responsible for maintaining locally owned bridges, WSDOT funds and administers the Local Bridge Program to provide funding to local agencies to preserve and improve the conditions of city and county bridges. Funding through this program typically covers bridge replacements, bridge rehabilitation and preservation. WSDOT funded 37 projects through this program in fall 2017.

**PAVEMENT TARGETS – OTHER MPOs**

A scan of pavement preservation targets set by other MPOs in Washington and around the country include the following:
<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Minnesota Current Conditions</th>
<th>MnDOT Adopted 2-year Target</th>
<th>MnDOT Adopted 4-year Target</th>
<th>Colorado Current Conditions</th>
<th>CDOT Adopted 2-year Target</th>
<th>CDOT Adopted 4-year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of interstate pavement in good condition</td>
<td>63%</td>
<td>N/A</td>
<td>&gt;55%</td>
<td>43%</td>
<td>46%</td>
<td>47%</td>
</tr>
<tr>
<td>Percent of interstate pavement in poor condition</td>
<td>0.8%</td>
<td>N/A</td>
<td>&lt;2%</td>
<td>0.5%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Percent of non-interstate pavement in good condition</td>
<td>51%</td>
<td>&gt;50%</td>
<td>&gt;50%</td>
<td>42%</td>
<td>50%</td>
<td>51%</td>
</tr>
<tr>
<td>Percent of non-interstate pavement in poor condition</td>
<td>3%</td>
<td>&lt;4%</td>
<td>&lt;4%</td>
<td>0.2%</td>
<td>1%</td>
<td>2%</td>
</tr>
</tbody>
</table>

**Notes:**
*Refers to conditions in the Minneapolis - St. Paul metropolitan area
**Refers to conditions in the State of Colorado

**CMAQ PROJECT TYPES**

The chart below illustrates the distribution of CMAQ dollars by project type over the last two PSRC project selection cycles.
Regarding how other MPOs utilize CMAQ dollars, the following chart comes from the CMAQ Public Access System, the database in which each state reports project data. The chart identifies projects submitted in 2017.

Note: the “STP/CMAQ” category above is for areas receiving funding not apportioned to nonattainment/maintenance areas.
DISCUSSION ITEM

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: PSRC Federal Certification

IN BRIEF

Per federal legislation, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to review and certify the planning processes for federally designated Transportation Management Areas (TMAs) such as PSRC. A TMA is designated for urbanized areas with greater than 200,000 population, and PSRC is the designated TMA for the central Puget Sound area.

The review process was conducted in July 2018, and resulted in continued certification for PSRC’s planning processes. Representatives from FHWA and FTA will provide additional information at the October 11 board meeting.

DISCUSSION

PSRC regularly coordinates and collaborates with FHWA and FTA on regional planning processes, including the Regional Transportation Plan and the Transportation Improvement Program. Every four years, certification of these processes is required, and the 2018 review process was concluded in July.

Attached is the final report detailing PSRC’s 2018 certification finding. The report discusses a variety of administrative and planning functions, and provides information on FHWA and FTA’s findings and recommendations.

Representatives from FHWA and FTA will attend the October 11 board meeting to provide an overview of the 2018 certification process.

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

Attachments:
A - PSRC 2018 TMA Certification Letter
B - 2018 PSRC TMA Cert Review Report
September 28, 2018

HPP-WA.1/730.4

Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Puget Sound Regional Council (PSRC)
2018 Planning Certification Review

Dear Mr. Brown:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the subsequent Fixing America’s Surface Transportation System Authorization Act (FAST Act) authorization retained the requirement for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to review and certify the planning processes for Transportation Management Areas (TMAs) at least every four years; PSRC is the TMA for the greater Seattle/Puget Sound area of Western Washington. The previous FHWA/FTA TMA certification for PSRC was completed on September 30, 2014.

FHWA and FTA staff conducted a joint review of PSRC’s transportation planning process on July 10, 2018. The Federal review team determined that PSRC continues to meet the requirements to satisfy the provisions for metropolitan transportation planning established under 23 CFR Part 450.

*FHWA and FTA jointly certify the PSRC planning process for a period of four years.*

This final report includes recommendations and commendations of the PSRC’s transportation planning process. We appreciate the time and assistance that your staff provided during this review.
If you have any questions for the review team, please contact Sharleen Bakeman, FHWA Washington Division Office, 360-753-9418, or Ned Conroy of FTA Region 10, 206-220-4318

Daniel M. Mathis, P.E.
Federal Highway Administration

cc: Marshall Elizer, WSDOT
    Kerri Woehler, WSDOT - MS: 47370
    Kathleen B. Davis, WSDOT - MS: 47390
    Matthew Kunic, WSDOT - MS: 47370
    Cliff Hall, WSDOT - MS: 47370
    Timothy Sexton, WSDOT - NW Region
    Karl Pepple, EPA
    Mike Boyer, WSDOE - Air Quality
    Ned Conroy, FTA
    Sharleen Bakeman, FHWA
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Executive Summary

The U.S. Department of Transportation (USDOT) is required by Federal law to review and evaluate the transportation planning processes of transportation management areas (TMAs) at least once every four years. The review is conducted in Washington State by a team from the Federal Highway Administration Washington Division in Olympia and the Federal Transit Administration Region 10 in Seattle (FHWA/FTA Review Team). The review includes an examination of the Metropolitan Planning Organization's (MPO's) documented practices, procedures, guidelines and activities; a field review consisting of meetings with the MPO management and staff; and a follow-up report and joint statement of certification by FHWA/FTA.

The FHWA/FTA Review Team met several times in 2017 and 2018 to determine how to best focus the review process. Throughout 2017-18, FHWA/FTA also discussed the upcoming review in meetings with Puget Sound Regional Council (PSRC), including the 2017 and 2018 Unified Planning Work Program (UPWP) review, and at focused meetings in August 2017, and March and May 2018. The group also discussed the coming year and changes to PSRC upper management.

On July 10, 2018, FHWA/FTA conducted the formal TMA certification review with PSRC, State, and local agency staff.

This report documents the review findings, recommendations and commendations of the FHWA/FTA Review Team. No corrective actions were deemed necessary.

- **Findings** are a statement of the conditions found on a given subject area during the review.
- **Commemdations** highlight elements of the MPO's program that demonstrate well-implemented practices and procedures
- **Recommendations** identify potential opportunities to enhance processes that already meet minimum Federal requirements.
- **Corrective Actions** concern planning practices or products which currently do not satisfy the intent of the Federal requirements.

For the purpose of certification, the outcome of this review is as follows:

*The Federal Highway Administration and Federal Transit Administration jointly certify that the planning process conducted by the Puget Sound Regional Council meets the requirements of 23 CFR 450, Section 334(b)(i).*
2014 Planning Certification Review Recap

On September 30, 2014, FHWA and FTA jointly certified that the planning process conducted by the Puget Sound Regional Council (PSRC) met the requirements of 23 CFR 450, Section 334(b)(i). The FHWA/FTA Review Team found no corrective actions necessary in 2014 and offered several recommendations to PSRC. Below is the status of recommendations from the 2014 review:

Agreements and Contracts

2014 Recommendation:
PSRC should establish policy and procedures for periodic review and update of contracts and agreements to ensure more timely and accurate revisions.

Addressed. PSRC has implemented a process to review existing agreements, updating them based on new or revised requirements. Staff and PSRC’s Deputy Executive Director review all active Memoranda of Agreement (MOA) and Memoranda of Understanding (MOU) quarterly and annually (respectively) to ensure compliance and proper update procedures. All PSRC agreements are available on request and have been provided to the FHWA/FTA Review Team.

2014 Recommendation:
PSRC should complete an updated MOA with WSDOT, defining each agency’s roles and relationship, including project funding and priorities, consistent with 23 CFR 450.314.

Addressed. PSRC updated the 2009 MOU with WSDOT in May 2016 (effective until May 2026).

Congestion Management Process (CMP)

2014 Recommendation:
The FHWA/FTA Review Team recommends that PSRC continue to develop a more transparent description of how the CMP contributes to identifying investment priorities and strategies. As PSRC moves toward a broader performance-based planning approach outlined by MAP-21, this systematic understanding of transportation monitoring will play an important role in reaching consensus among numerous interested parties.

Addressed. PSRC continues to communicate the structure and contributions of the CMP to policy discussions regarding short-range and long-range priorities and investments. PSRC is working to update existing conditions data and trends on the PSRC website, including congestion-related metrics. Extensive performance data are folded into the Regional Outcomes Framework as part of the evaluation of the MTP, evaluation of regional growth strategy alternatives, and the criteria for distributing PSRC-managed Federal funds.

Financial Planning

2014 Recommendation:
PSRC’s financial strategy documentation should continue to further refine the large number of individual revenue actions that will be required to implement the MTP. The timing and exact nature of each action may be uncertain but additional detail will be needed to maintain reasonable assurance that new revenue will be available on a schedule that generally supports planned transportation investments. Specifically, future MTP updates must include a detailed strategy and timeline for gaining state legislative and public support.
Addressed. PSRC’s financial strategy documentation continues to refine the large number of revenue actions required to implement the MTP. Action or inaction by Congress, the state Legislature, or the region’s voters will influence implementation of the plan. PSRC continues to monitor and report on implementation of the various revenue tools included in the financial strategy, for both current law revenue and new revenue sources, which were developed with extensive coordination with regional and state partners and an evaluation of trends. The 2018 MTP update contained an updated financial strategy from 2014, based on progress or lack thereof for various assumptions over that timeframe.

Public Participation

2014 Recommendation:
To facilitate better opportunities for the public to participate in PSRC’s meetings, it is recommended that PSRC consider holding periodic Policy Board and/or technical advisory committee meetings in alternative locations around the region and at different times during the day.

Addressed. PSRC holds open houses and other community meetings periodically at various locations throughout the region and at different times of day for outreach on specific planning products. Policy Board meetings are more appropriately held at a regular location and time of day to ensure attendance and facilitate interaction with staff. Given the central location of the PSRC offices, it has been deemed a more efficient destination for board members from the four member counties.

2014 Recommendation:
PSRC should regularly review and evaluate its public outreach techniques to ensure that information and meeting notices are accessible to broadest range of residents possible, including those without internet access.

Addressed. PSRC regularly reviews and evaluates its public outreach techniques to ensure that materials and information is accessible to a broad range of residents. The Public Participation plan was updated May 2018 to reflect these changes.

Title VI and related Requirements

2014 Recommendation:
PSRC needs to incorporate signed USDOT Title VI Assurances in its Title VI Program Plan. In addition, Appendices A and E (of the USDOT Title VI Assurances) need to be incorporated into all PSRC contracts/agreements.

Addressed: Staff have reviewed PSRC’s Title VI Plan and contract template, and updated it with the appropriate USDOT Title VI Assurances. Over the past several years, PSRC has continued to work to improve outreach to a variety of audiences, and has made improvements both to accessibility of documents as well as expanded outreach to community groups.

2014 Recommendation:
Consistent with the Section 504 requirements of 49 CFR Part 27.7 and the ADA requirements of 28 CFR 35.130, PSRC should more specifically consider the condition of the region’s pedestrian access routes in conjunction with the mobility needs of persons with disabilities when updating the MTP and TIP.
**Addressed:** In the recently adopted MTP, the Coordinated Transit-Human Services plan incorporates ADA considerations, including infrastructure needs such as sidewalks and gaps to provide transit/paratransit service and non-emergency medical transportation. Also, as part of the Active Transportation Plan, PSRC is conducting a pilot to collect local pedestrian data in support of ADA accessibility plans as well as to foster consistent regional data collection and reporting.
Summary of 2018 TMA Certification Finding

Introduction (23 CFR 450 Subpart C)

An urbanized area with a population over 200,000 is designated by the Secretary of the U.S. Department of Transportation (USDOT) as a Transportation Management Area (TMA). The organization designated by the Governor of Washington to carry out the Federally funded transportation planning activities for this TMA is the Puget Sound Regional Council (PSRC).

FHWA and FTA jointly review and evaluate the transportation planning processes for each TMA at least every four years to determine if those processes meet the requirements of 23 CFR Part 450, Subpart C - Metropolitan Transportation Planning and Programming, and 40 CFR Part 51- Air Quality: Transportation Plans, Programs, and Projects.

Planning Area Organizational Structure (23 CFR 450.310)

Regulatory Basis:

In addition to the TMA designation noted above, Federal legislation (23 USC 134[b]; Section 49 USC 5303) requires the designation of a Metropolitan Planning Organization (MPO) for each urbanized area with a population of more than 50,000 individuals. The policy board of the MPO that serves a TMA shall consist of (A) local elected officials, (B) officials of local agencies that administer or operate major modes of transportation within the area, and (C) appropriate State officials. This designation remains in effect until the MPO is redesignated. The addition of jurisdictional or political bodies into the MPO or members to the policy board generally does not constitute a redesignation of the MPO.

Findings:

- PSRC has established and continues to build strategic, cooperative, effective working relationships within its membership.
- PSRC continues to demonstrate a commitment to coordinate and consult with tribal governments. Some tribes elect to participate as full members, others as associate members, and others choose not to be involved. Three tribes have elected to serve on PSRC’s Transportation Policy Board (Puyallup, Muckleshoot, Suquamish), and on PSRC’s General Assembly; the Tulalip and Snoqualmie tribes currently prefer to remain non-voting associate members of the General Assembly.
- PSRC and the Thurston Regional Planning Council continue to serve as reciprocal members of each MPO, facilitating regional planning throughout the Puget Sound region.
- PSRC management and staff continue to provide excellent services to member agencies in the form of assigned senior PSRC staff to bring new board members up to speed, conduct outreach to member staff on help they may need, and provide a workshop for newly elected officials who are new to the planning process.
- PSRC also provides data and analysis services to member agencies in an array of approaches adapted to fit the needs of the members.
- PSRC leads transit coordination among 7 transit agencies, working with membership to get funding (such as FTA 5307) to appropriate recipients.
- PSRC’s Transit Operations Committee works via set agreements on data coordination and other needs. Board membership among the transit agencies is often reciprocal to assure blanket evaluation of transit needs throughout the PSRC region.
- In addition, Board members and senior PSRC staff participate in partnerships such as the I-5 System Partnership, made up of electeds and private-sector business leaders to strategize on next planning
steps.
- PSRC staff help the Board and other executives understand the benefits, opportunities, and challenges of managing the planning process in terms of legislative initiatives like Connecting Washington, or voter decisions that created Sound Transit's tax base.
- PSRC tracks state-level executive policies and issues related to greenhouse gas emissions. PSRC also researches opportunities to reduce emissions or finance mitigation activities, like the recently approved carbon tax in British Columbia.
- PSRC has numerous technical staff committees, as well as three Policy Boards, an Operation Committee, and Executive Board. Information on membership and other details for each can be found on the PSRC website.

Corrective Actions:
- None

Recommendations / Commendations:
The FHWA/FTA Review Team commends PSRC for an organizational structure that facilitates on-going coordination and consultation with member agencies as well as continuous outreach to tribes for their inclusion in the planning process.

Metropolitan Planning Boundaries (23 CFR 450.312)

Regulatory Basis:
Federal legislation (23 USC 134[c]; 49 USC 5303[d]) requires boundaries of a metropolitan planning area to be determined by agreement between the MPO and the Governor. Each metropolitan planning area shall encompass at least the existing urbanized area ("UZA") and the contiguous area expected to become urbanized within a 20-year forecast period; and may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census.

Findings:
- The MPO urban area boundaries in Washington were revised in 2013 based on the process required by the 2010 Census and will not be revised again throughout Washington until after the 2020 Census, probably around 2022-23.
- The MPO boundary includes the U.S. Census-designated urbanized area boundary, the WSDOT and FHWA approved UZA boundary (used for Federal functional classification purposes), the MPO/Governor-approved metropolitan planning area boundary, the air quality maintenance area boundary, and the Urban Growth boundary.
- There are Federal lands within the PSRC planning areas boundary.
- The State of Washington, PSRC, and Federal agencies work together closely on the boundary updates. Approvals of the various boundaries are current.

Corrective Actions:
- None

Recommendations / Commendations:
- None
Metropolitan Planning Agreements (23 CFR 450.314)

Regulatory Basis:

Federal legislation (23 USC 134) requires the MPO to work in cooperation with the State and public transportation agencies in carrying out a continuing, cooperative, and comprehensive (3C) metropolitan planning process. These agencies determine roles and responsibilities and procedures governing their cooperative efforts. Federal regulations require that these relationships be specified in agreements between the MPO and the State and between the MPO and the public transit operators. The regulations also require an agreement between the MPO and any other agency responsible for air quality planning under the Clean Air Act. A single agreement should be executed among the MPO, State, transit operators, and designated air quality regulations to the extent possible. 23 CFR 450.314(a).

Findings:

- PSRC staff engage the public at major project milestones through an assortment of methods, and continually seek to improve their public engagement and outreach processes.
- Agreements that PSRC has signed or helped facilitate since the last certification review include:
  - Regional Reduced Fare Permit
  - MOU for Administration of Section 5310 Funds Apportioned to the Seattle-Tacoma-Everett Urbanized Area
  - Thurston Regional Planning Council (renewed agreement)
  - Alliance for Sustainable Energy – National Renewable Energy Laboratory for inclusion of data from PSRC in Secure Transportation Data Center
  - Cooperative Travel Model Software Development (amended and ongoing
  - MOU with public transportation agencies (updated in 2017
  - Addressing a recommendation in the 2014 Certification Review, the MOU with WSDOT was updated in 2016
    - The MOU with air quality agencies is currently in process to be updated to reflect newer references; the existing MOU is still valid
- PSRC provided the FHWA/FTA Review Team with an exhaustive list of all of their transportation-related agreements, and the associated dates of actions and links for each agreement.

Corrective Actions

- None

Recommendations/ Commendations:

- The FHWA/FTA Review Team commends PSRC’s comprehensive tracking of the status of agreements as a best practice among planning agencies.
**Unified Planning Work Program (23 CFR 450.308)**

**Regulatory Basis:**

23 CFR 450.308 identifies the requirements for unified planning work programs (UPWPs) to be prepared in Transportation Management Areas by MPOs. 23 CFR 420.109 governs how FHWA planning funds are distributed to the MPOs. 49 USC 5303(h) allocates FTA planning funds to MPOs. MPOs are required to develop the UPWPs in cooperation with the State and public transit agencies [450.308(c)].

**Findings:**

- This topic was covered thoroughly in the last two certification reviews (2010 and 2014); PSRC continues to operate according to the conditions of the regulatory language above.
- The FHWA/FTA Review Team uses the UPWP review meeting each year to discuss the baseline for UPWPs and to hear from PSRC on other activities, achievements, results, goals, strategies, and new business.
- The MPO’s Fiscal Year 2018-2019 UPWP was recognized by the Government Finance Officers Association and awarded the Distinguished Budget Presentation Award.

**Corrective Actions:**

- None

**Recommendations/Commendations:**

- The FHWA/FTA Review Team commends PSRC’s management and staff for ongoing annual efforts to keep Federal agencies informed of planning activities and progress. The FHWA/FTA Review Team also recognizes the high quality of the Fiscal Year 2018-2019 UPWP document, which contains clear and concise information on the MPO’s policies, finances, operations, and planning activities.

**Transportation Planning Process (23 CFR 450.306, 316 & 318)**

**Regulatory Basis:**

Federal regulations 23 CFR 450.306 and 450.318 define the scope of the metropolitan transportation planning process and the relationship of corridor and other subarea planning studies to the metropolitan planning process and National Environmental Policy Act (NEPA) requirements. In addition, 23 CFR 450.316 (c)(d) and (e) address the need for participation by Federal lands management agencies and Tribal governments in the development of key products in the planning process. Key provisions of 23 CFR 450.306 are related to required planning factors, coordination, and consistency with related planning processes, asset management, and differences in requirements for TMAs and non-TMAs.

**Findings:**

- PSRC’s consultation process is built into its governing structure. PSRC ensures that member governments and other key regional decision makers have an opportunity to guide the development of long-range plans and meet other agency mandates through committees, workshops, and public engagement and involvement.
- PSRC continues to refine cost/benefit analysis tools to understand and apply meaningful comparative values to the project prioritization process.
PSRC continues to follow strong policy guidance for creating and maintaining a safe transportation system in the Puget Sound region through working committees, and linking in its data management infrastructure.

Security and emergency management is carried out at the Federal, state and local level by a host of agencies and disciplines from law enforcement to public health. PSRC routinely reaches out to agencies conducting security and emergency management activities to offer input and assistance as appropriate and to assure these priorities are captured within the planning process.

PSRC continues to support the Governor’s recommendations to move forward on state-required climate change and greenhouse gas (GHG) emissions reductions as an important component of future transportation system management.

PSRC has played a leadership role with WSDOT, other MPOs, and FHWA on the development of the new statewide Freight Plan, which includes the allocation of critical rural/urban freight miles according to the 2015 FAST Act, as well as taking advantage of INFRA and FASTLane grant funds to address freight-related needs within the PSRC community. PSRC assured that freight funding is available through new eligibility requirements in the SR 167/169 area, as well as other industrial/warehouse areas of economic development.

PSRC’s planning process continues to bolster its commitment to multi-modal transportation as illustrated by its planning activities and decisions and the effective partnership it maintains with seven different transit providers, as well as bicycle and pedestrian interests.

PSRC established an oversight committee (Finance Working Group) comprised of a diverse set of elected officials and senior staff to guide the effort to develop the MTP financial strategy. The MTP documents the oversight committee’s process to identify revenues to support needed investments.

PSRC has engaged with environmental resource agency partners, including the U.S. Environmental Protection Agency (USEPA), the Washington State Department of Ecology (Ecology), and others, throughout the planning process.

PSRC engaged with affected public agencies, representatives of public transportation employees, public ports, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled through various committees and ad-hoc working groups as part of the MTP development process.

A lengthy process was recently completed to update the regional centers framework, with collaboration by PSRC member jurisdictions. The process was led by a stakeholder working group and the Growth Management Policy Board, with ultimate approval by the Executive Board.

Corrective Actions:

None

Recommendations/ Commendations:

The FHWA/FTA Review Team commends PSRC for its continued work with the WSDOT, Ecology, Puget Sound Clean Air Agency, USEPA, industry, and others to identify aggressive approaches to reduce greenhouse gas emissions.
Metropolitan Transportation Plan Development *(23 CFR 450.324)*

**Regulatory Basis:**

Federal regulations require the development of a Metropolitan Transportation Plan (MTP) as a key product of the metropolitan planning process, updated every four years in air quality nonattainment and maintenance areas and every five years in attainment areas to ensure its consistency with changes in land-use, demographic, and transportation characteristics. Federal law requires that the metropolitan transportation planning process include developing a 20-year transportation plan that addresses both short- and long-term strategies/actions that lead to the development of a multi-modal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

**Findings:**

- PSRC developed and adopted (May 2018) an updated long-range transportation plan for the region – *Transportation 2040 update (T2040)*. PSRC refers to this document as its Regional Transportation Plan (RTP), but it will be referred to within this report as the MTP. The update addressed several plan elements, but focused on updating the financial strategy, state of good repair strategies (preservation and maintenance), and highlighting investments and funding accomplished or underway since the last plan.
- The MTP update is user friendly and succinct. The main body of the document references numerous technical appendices. The appendices themselves are easy to follow and provide information that traces successes, challenges, and next-step strategies to address transportation issues.
- The FHWA/FTA Review Team found that the new efforts by PSRC to make its plans and general information available to the public supports its public outreach.
- PSRC continues to identify preservation, maintenance, and operations of regional transportation systems and facilities as the foundation for its MTP and as the priority in transportation investment decisions.
- Transportation safety continues to be a cornerstone of the MTP and is integral to the congestion management process/performance-based planning, bicycle and pedestrian planning, transit planning and freight planning.
- The freight strategy outlines opportunities and recommendations for freight that are both long and short term. The FAST Corridor Partnership and the Regional Freight Mobility Roundtable have participated throughout the MTP process. The update has also included the list of fiscally constrained freight investment projects developed in 2017 as a response to the Federal freight plan requirement.
- Strategies for mitigating environmental effects are identified in the MTP update. Potential mitigation measures are identified and examples are provided on a broader scale based on current best practices in the form of transportation options that incorporate health and equity, and support the environment.
- A list of regional capacity projects is included in the MTP and PSRC also maintains an interactive web map with all capacity projects. The list includes additional projects not currently included in the financially constrained plan, for illustrative purposes.
- PSRC also maintains an interactive webmap for the Regional Bicycle Network (RBN) that highlights completed and future network of bicycle facilities in the region. PSRC worked with member jurisdictions to develop the RBN and ensure alignment with local plans.
- The MTP describes the regional integrated transit network, and the costs of maintaining and operating these systems are included in the financial strategy.
• The policies and investments in the 2018 MTP update are within the parameters and assumptions for the original Transportation FEIS approved in 2010. A SEPA addendum was prepared for the 2018 plan update.

• The updated MTP provides a useful discussion of current and emerging technologies (Appendix N: Technology) that will likely have a significant impact on future regional transportation planning.

• PSRC worked with WSDOT to develop a State Facilities Action Plan (Appendix I to PSRC's MTP) to identify low-cost operational improvements, improve the flow of HOV lanes, and accelerate seismic retrofits along the I-5 corridor in the central Puget Sound region.

Corrective Actions:
• None

Recommendations/ Commendations:
• None

Performance-Based Planning Program

Regulatory Basis (23 CFR 450.306, 324, 322, 326):

23 CFR 450.306 directs MPOs to establish and use a performance-based approach to transportation decision-making to support national performance goals. The MTP must, at a minimum, include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets. The TIP must document that projects will demonstrate progress toward achieving the performance targets established under §450.306(d). The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. TMAs must also address congestion management via a Congestion Management Process (CMP) that provides multimodal transportation system performance measures and strategies to mitigate congestion.

Findings

• PSRC incorporates the CMP into the overall transportation planning process via the Regional Outcomes Framework and is documented as part of the System Performance Report.

• PSRC has created online tools to display regional data such as travel time, mode shares, bridge conditions and other data that will be updated on a regular basis. PSRC has also developed a set of regional outcomes that drive the performance evaluation of the MTP, as well as the evaluation of regional capacity projects entering the plan.

• The performance management structure provides a consistent set of measures in the evaluation of projects competing for PSRC's Federal funds.

• PSRC is currently working with WSDOT to apply and evaluate available data on all state routes to identify needs and challenges, tying that data into current and planned projects and improvements, and ultimately working with stakeholders to further identify future investments via a practical solutions approach.
• PSRC has developed a new online tool called Regional Performance Data that provides scalable performance data for specific travel corridors, cities, counties, or in some cases custom geographies.
• The MTP describes an approach for evaluating the plan against a variety of performance-based measures, which is consistent with and supports the Federal performance-based planning requirements.
• PSRC has an integrated performance-based planning program. Integrated throughout the planning process, measures are organized by a Regional Outcomes Framework consisting of 11 key outcomes.
• In addition, PSRC is part of a team of statewide MPO leadership working with WSDOT on establishing performance targets in response to Federal requirements.
• The targets for transit asset management and safety have been adopted; the remaining targets will be adopted in October 2018.
• PSRC has integrated MAP-21 and subsequent FAST Act performance-based approaches into the transportation planning process for the 2018 MTP update.
• PSRC continues to incorporate the contributions and output of the CMP to policy discussions regarding short-range and long-range priorities and investments. PSRC is working with WSDOT, Sound Transit, local transit and local jurisdictions to develop a new existing conditions website on congestion-related metrics. This was folded into the Regional Outcome Framework.

Corrective Actions:
• None

Recommendations / Commendations:
• The FHWA/FTA Review Team recommends that PSRC continue to develop a clear and understandable performance-based evaluation system to identify investment priorities and strategies. PSRC should continue to add and refine performance objectives and measures to address Federal requirements as well as local needs.

Transportation Improvement Program (TIP) (23 CFR 450.324, 326 & 328)

Regulatory Basis:

MPOs are required to develop TIPs in cooperation with the State DOT and public transportation operators. The TIP must include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects and safety projects that are included in the State's Strategic Highway Safety Plan. In addition, all Federally and non-Federally funded, regionally significant projects must be included in the TIP and STIP and be consistent with the MPO’s MTP for information purposes and air quality analysis in nonattainment and maintenance areas. The TIP should identify all eligible transportation control measures (TCMs) included in the air quality state implementation plan (SIP) and give priority to eligible TCMs and projects included for the first two years that have funds available and committed.

Findings:
• The PSRC TIP was last updated on August 16, 2018. The procedures, criteria, and other requirements associated with these updates and amendments are detailed in PSRC’s TIP guidance document titled "Policy and Procedures Guide for the TIP."
• PSRC has a comprehensive policy framework that provides guidance on project prioritization for PSRC-managed Federal funds. A criteria-based project evaluation system is used. Projects are ranked by staff, reviewed by PSRC's technical committees, and project recommendations are made...
to the policy boards. The boards review and approve the projects that are included in the draft TIP that goes out for public review.

- PSRC employs a comprehensive public involvement process for TIP development that makes use of a variety of media and digital outreach.
- PSRC includes a list of obligated projects from the previous year in the annual update of the TIP. This list keeps the public aware of the progress or delay of Federal or regionally significant projects so they are more easily tracked.
- The TIP was discussed and reviewed in the context of how PSRC facilitates the project requests from locals through incorporation into the TIP. The FHWA/FTA Review Team also reviewed how the project list is considered for inclusion and prioritization, and how closely PSRC staff monitor individual project requests to ensure they meet Federal and state requirements, check for eligibility, clarity, and appropriate funding type. A member of the FHWA/FTA Review Team attended a project selection meeting held in Pierce County before the TMA Certification Review to observe the process in person.
- The TIP project list is available in a geographic web-based format, and is amended monthly to provide a current list for member jurisdictions.
- The process of project selection for PSRC 2021-2022 Federal funds is currently underway and will be followed by preparation of the 2019-2022 TIP, which is expected be adopted in October 2018.

Corrective Actions:

- None

Recommendations/ Commendations:

- The FHWA/FTA Review Team commends PSRC for its well-established, competitive process for allocating discretionary FTA and FHWA funds, and constant improvements as funds, funding levels, and requirements change.

Financial Planning/Fiscal Constraint (23 CFR 450.324)

Regulatory Basis:

23 CFR 450.324(g)(11) identifies the requirements for financial plans of Metropolitan Transportation Plans, which include: revenue estimates cooperatively developed among the State, MPO and transit operator; revenue estimates including public and private sources that are committed, available, or reasonably expected to be available; system-level estimates of operation and maintenance costs for Federally supported facilities and services; cost and revenue estimates incorporating inflation rates reflecting year-of-expenditure dollars; and the quality and period review of cost estimates.

Findings:

- The FHWA/FTA Review Team found that PSRC’s financial plan is a generally clear and comprehensive document that reflects revenues and costs of the transportation plan, and provides reasonable assurance that sufficient financial resources will be available to implement and complete most elements in the plan. The plan includes clear language regarding potential shortfalls, why there are shortfalls, and how expectations are to be adapted if shortfalls are not filled.
- PSRC has repeated a long-term fiscal growth assumption that current-law revenues—generally existing sources of funds at current tax rates—will be sufficient to fund the ongoing needs of the current system, but will be inadequate for adding new capacity needed to address existing deficiencies and population and employment growth.
To pay for needed new capacity, PSRC’s financial strategy continues to include a gradual shift in revenue sources, away from gas taxes and toward user fee-based approaches such as facility and system tolls and mileage fees like road usage charges (RUC).

The financial strategy documentation acknowledges that many individual revenue actions will be required to implement the MTP. The timing and exact nature of each action is defined in strategic terms given the inherent uncertainty involved—using a high-level approach. As PSRC moves toward its VISION 2050 and next MTP update, the revenue structure will likely continue to change as most of the government entities in PSRC’s region search for new answers to these shortfalls.

The statewide passage of “Connecting Washington” transportation funding provides a large injection of support to the cost of identified transportation investments to cover vital system improvements and projects programmed in the plan.

The financial plan’s strategy describes an approach to identify currently authorized and new revenues to fund the identified plan investments, and provides a clear action plan to advance the implementation of new revenues identified as part of the plan’s financial strategy. All revenue and cost estimates are reflected in “year of expenditure dollars.”

PSRC’s financial strategy documentation continues to refine the large number of revenue actions required to implement the MTP. Action or inaction by Congress, the state Legislature, or the region’s voters will substantially influence implementation of the plan.

Corrective Actions:

None

Recommendations/Commendations:

The FHWA/FTA Review Team recommends that PSRC further develop a long-term financial plan that includes additional detail to support justification of future revenue assumptions and document why these assumptions should be considered reasonable by Federal partners.

Public Participation (23 CFR 450.316, 322 & 324)

Regulatory Basis:

The MPO is required, under 23 CFR 450.316, to engage in a metropolitan planning process that creates opportunities for public involvement, participation and consultation throughout the development of the MTP and TIP, and is also included in 23 CFR 450.322(f)(7) and (g)(1)(2), (f) and 23 CFR 450.324(b).

Findings:

PSRC continues to improve public engagement efforts, particularly with those populations with greater access challenges. Both the updates to the regional transportation plan and the work of VISION 2050 have expanded outreach to community based organizations. A consultant was hired to provide feedback on the accessibility of public materials and provide suggestions for future improvements.

PSRC continues to update its Public Participation Plan (PPP) and public outreach to better understand how its constituency would like to interact on planning issues. PSRC provided numerous examples of outreach, including attending public events, public meetings, holding special emphasis meetings, and dovetailing public outreach into existing scheduled meetings.
• PSRC holds open houses and other community meetings at various locations throughout the region and at different times of day. Policy Board meetings are held at a regular location and time of day to ensure attendance and facilitate interaction with staff.
• PSRC regularly reviews and evaluates its public outreach techniques to ensure that materials and information is accessible to a broad range of residents.

Corrective Action:
• None.

Recommendations/ Commendations:
• None.

TITLE VI and Related Requirements *(23 CFR 450.336)*

**Regulatory Basis:**

It has been USDOT's longstanding policy to ensure non-discrimination under Title VI of the Civil Rights Act of 1964, and related nondiscrimination statutes and regulations. Title VI bars intentional discrimination as well as disparate impact discrimination (e.g., neutral policy or practice that has the effect of discrimination). Planning regulations [23 CFR 450.336] require the MPO to self-certify that “the planning process...is being carried out in accordance with all applicable requirements of...Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.” In compliance with Executive Order 12898, the USDOT Order on Environmental Justice was issued in 1997, and updated in May 2012. The updated USDOT Order affirms the importance of considering environmental justice principles as part of early planning activities and overall transportation decision-making.

Executive Order 13166, titled “Improving Access to Services for Persons with Limited English Proficiency (LEP)” (issued August 11, 2000) requires recipients and sub-recipients of Federal financial assistance ensure that LEP persons have meaningful access to their programs and activities.

**Findings:**

The Coordinated Transit-Human Services plan provides the context for the provision of transit / paratransit service as well as the identification of infrastructure needs such as sidewalk and other emerging needs and gaps. The Active Transportation Plan coordinates the collection of local pedestrian data in support of ADA accessibility plans.

• The 2017-2020 TIP and 2018 MTP update are supported by an environmental justice analysis that assesses benefits and impacts to minority and low-income populations in the region. The project selection process for PSRC funds in the TIP also includes the consideration of benefits to EJ populations.
• Although PSRC does not have a formal role as it relates to local agency ADA transition plans, they work with WSDOT to provide guidance to jurisdictions. PSRC also tracks the status of these plans, in particular as they relate to their sidewalk data pilot project.
• PSRC completed an equity analysis to evaluate the potential benefits and possible burdens of proposed transportation policies and projects on people of color and people with low income for the MTP. In the recently adopted MTP, ADA considerations include infrastructure needs such as sidewalk and other gaps to providing transit / paratransit service, and collecting local pedestrian data in support of ADA accessibility plans.
- PSRC staff have reviewed PSRC's Title VI Plan and contract template, and updated it with the appropriate USDOT Title VI Assurances.
- In the recently adopted MTP, ADA considerations include infrastructure needs such as sidewalk and gaps to providing transit / paratransit service, and collecting local pedestrian data in support of ADA accessibility plans.
- Staff have reviewed PSRC's Title VI Plan and contract template, and updated it with the appropriate USDOT Title VI Assurances.

Corrective Actions:
- None

Recommendations and Comments:
- The FHWA/FTA Review team commends PSRC for incorporating equity into its overall work program, including an equity analysis as part of the plan, improving its public involvement and outreach program, as well as incorporating equity through its hiring and contracting practices.
Appendix A
Public Input

2018 Public Input to the TMA Certification Review Process

The TMA certification review was held on July 10, 2018, at Puget Sound Regional Council, 1011 Western Avenue, Seattle, WA. The meeting was scheduled from 9:00 a.m. to 4:30 p.m. and wrapped up at 3:00 p.m. The meeting was attended by PSRC management and staff, WSDOT staff, and the FHWA/FTA Review Team from FTA and FHWA.

To better reach out to PSRC’s public, the FHWA/FTA Review Team had PSRC announce the upcoming review on its public web page, and accepted comments for 30 days.

PSRC and the FHWA/FTA Review Team also invited members of PSRC’s boards, including the Tribes.

Only one comment was received from the public, which spoke to a personal issue that the person experienced in PSRC’s building. The comment was unrelated to the Federal requirements associated with the PSRC planning process. The FHWA/FTA Review Team will continue to evaluate options for better public involvement in the TMA certification process, and will continue to entertain comments throughout each year.
# Appendix B

## Acronyms and Abbreviations

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>ADA</td>
<td>American with Disabilities Act</td>
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<tr>
<td>CAAA</td>
<td>Clean Air Act Amendments of 1990</td>
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<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
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<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality</td>
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<tr>
<td>CMP</td>
<td>Congestion Management Process</td>
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<td>DBE</td>
<td>Disadvantaged Business Enterprises</td>
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<td>DOT</td>
<td>Department of Transportation</td>
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<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
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<td>FHWA</td>
<td>Federal Highway Administration</td>
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<td>FTA</td>
<td>Federal Transit Administration</td>
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<tr>
<td>FAST</td>
<td>Fixing America's Surface Transportation System Authorization Act</td>
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<tr>
<td>FASTLane</td>
<td>Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Grants; USDOT grant program</td>
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<tr>
<td>FEIS</td>
<td>Final Environmental Impact Statement</td>
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<td>GHG</td>
<td>Greenhouse Gas(es)</td>
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<tr>
<td>GIS</td>
<td>Geographic Information System</td>
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<tr>
<td>INFRA</td>
<td>Infrastructure for Rebuilding America; USDOT grant program</td>
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<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
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<tr>
<td>LEP</td>
<td>Limited English Proficiency</td>
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<tr>
<td>LRTP</td>
<td>Long-Range Transportation Plan</td>
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<tr>
<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century Authorization Act</td>
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<tr>
<td>MOU / MOA</td>
<td>Memorandum of Understanding / Agreement</td>
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<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
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<td>MTP</td>
<td>Metropolitan Transportation Plan</td>
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<td>NEPA</td>
<td>National Environmental Policy Act</td>
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<td>NHS</td>
<td>National Highway System</td>
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<td>PL</td>
<td>Planning Funds</td>
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<td>PPP</td>
<td>Public Participation Plan</td>
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<td>PSRC</td>
<td>Puget Sound Regional Council</td>
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<tr>
<td>RBN</td>
<td>Regional Bicycle Network</td>
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<td>RTP</td>
<td>Regional Transportation Plan</td>
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<tr>
<td>RUC</td>
<td>Road Usage Charge</td>
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<tr>
<td>SEPA</td>
<td>State Environmental Policy Act, State of Washington</td>
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<tr>
<td>SHSP</td>
<td>Strategic Highway Safety Plan</td>
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<tr>
<td>SIP</td>
<td>State Implementation Plan (for air quality)</td>
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<td>SOV</td>
<td>Single-Occupancy Vehicle</td>
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<td>SR</td>
<td>State Route</td>
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<td>STBGP</td>
<td>Surface Transportation Block Grant Program (may also refer to STP)</td>
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<tr>
<td>STIP</td>
<td>State Transportation Improvement Plan</td>
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<tr>
<td>STP</td>
<td>Surface Transportation Program – now Surface Transportation Block Grant Program</td>
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<td>TAZ</td>
<td>Transportation Analysis Zone</td>
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<tr>
<td>TCM</td>
<td>Transportation Control Measure</td>
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<td>TIP</td>
<td>Transportation Improvement Program</td>
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<td>Acronym</td>
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<tr>
<td>Title VI</td>
<td>Title VI of the 1964 Civil Right Act</td>
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<tr>
<td>TMA</td>
<td>Transportation Management Area over 200,000 in population</td>
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<tr>
<td>UAB</td>
<td>Urban Area Boundary</td>
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<tr>
<td>UPWP</td>
<td>Unified Planning Work Program</td>
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<tr>
<td>USC</td>
<td>United States Code</td>
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<tr>
<td>USDOT</td>
<td>United State Department of Transportation</td>
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<tr>
<td>USEPA</td>
<td>United State Environmental Protection Agency</td>
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<tr>
<td>UZA</td>
<td>Urbanized Area</td>
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<tr>
<td>VMT</td>
<td>Vehicle Miles Traveled</td>
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<tr>
<td>WSDOT</td>
<td>Washington State Department of Transportation</td>
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Appendix C
FHWA/FTA Review Team

Federal Transit Administration, Region 10

Ned Conroy
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206-220-4318
Ned.Conroy@dot.gov

Jeremy Borrego
915 Second Avenue, Room 3142
Seattle, WA 98174-1002
206-220-7956
Jeremy.Borrego@dot.gov

Anna Corniel
Office of Planning and Environment
1200 New Jersey Ave., SE
Washington, DC 20590
202-366-2888
Anna.corniel@dot.gov

Federal Highway Administration, Washington Division

Sharleen Bakeman
711 Capitol Way South, Suite 501
Olympia, WA 98501
360-753-9418
Sharleen.Bakeman@dot.gov
INFORMATION ITEM

To: Transportation Policy Board
From: Jeff Storrar, Systemwide Planning Manager, WSDOT
Subject: WSDOT Workshop: Round Two of the I-5 Near-Term Action Agenda

IN BRIEF

In 2017, the Washington State Department of Transportation (WSDOT) launched the Near-Term Action Agenda for I-5 pilot initiative. The initiative brought together local governments, transit agencies, transportation non-profits and WSDOT’s own divisions to develop a list of multimodal near-term actions (within 0 to 4 years) to help improve performance of the I-5 system, as shown in attachment A (folio).

In October, WSDOT is launching another round of this work beginning with a workshop following the Transportation Policy Board’s October 11th meeting. The workshop will provide board members the opportunity to brainstorm creative shorter-term solutions that can improve the performance of the corridor for everyone.

DISCUSSION

The State Facilities Action Plan in PSRC’s Regional Transportation Plan identifies the following needs and work programs: an action plan for Interstate 5, including preservation and near-term operational efficiencies; reviewing the High Occupancy Vehicle (HOV) lanes policy; seismic preparedness and retrofit of state facility bridges; and planning for local priority state route projects beyond those funded in Connecting Washington.

Several planning efforts are underway to advance the State Facility Action Plan. WSDOT has brought together stakeholders to participate in the I-5 System Partnership, a collaboration with the goal of establishing regional consensus on priorities for the preservation and redevelopment of the I-5 system. The I-5 Partnership’s work focuses the 107 mile stretch of I-5 between Tumwater and Marysville and on mid-term (5 - 17 years to 2035) and long-term (18 - 32 years to 2050) solutions for the I-5 system. They have had monthly meetings since the beginning in March of this year.

To address nearer term solutions for the I-5 system, WSDOT also launched the Near-Term Action Agenda for I-5 pilot initiative in 2017. The initiative brought together local governments,
transit agencies, transportation non-profits and its own divisions to develop a list of multimodal near-term actions (0 to 4 years) to help improve performance of the I-5 system. Near-term actions are defined as those that can be implemented within a zero-to-four year timeframe, and that can demonstrably improve performance. The pilot focused on two segments of the 107 mile stretch of I-5 between Tumwater and Marysville — Tumwater to DuPont in Pierce County and the Snohomish County line to the Corson Avenue in Seattle.

Beginning in October, WSDOT is launching a second round of this initiative with the goal of developing another set of near-term solutions by June 30, 2019 for the segment of the I-5 system from DuPont to Marysville. The workshop following the Transportation Policy Board’s October 11th meeting will kick off round two of the Near-term Action Agenda for I-5 and will provide board members the opportunity to brainstorm creative shorter-term solutions that can improve the performance of the corridor for everyone.

For further information, contact Jeff Storrar, WSDOT, (206) 716-1152, storraj@wsdot.wa.gov

Attachments:
A - I-5 NearTerm Round One 081618
Moving forward

The I-5 Near Term Action Agenda represents an important step toward addressing the long-standing transportation challenges and opportunities of I-5 in that:

1. It begins an I-5 Corridor Partnership that shares a common commitment by WSDOT, MPO’s, local jurisdictions, transit agencies and JBLM to achieve measurable performance outcomes.
2. It embraces multimodal strategies that emphasize person-carrying capacity over standard measures of vehicle throughput.

In addition to achieving near-term performance improvements, many items in the action agenda provide an opportunity to test new service concepts that may ultimately become a new way of doing transportation business on I-5, making the best possible use of public resources to move the people and goods that drive the economy of Washington state.

For more Information

Contact:
Stan Suchan
Public Transportation Division
SuchanS@wsdot.wa.gov
(206) 464–1192
Matt Neeley
Traffic Operations Division
NeeleyM@wsdot.wa.gov
(360) 705–7290
Robin Mayhew
Management of Mobility Division
MayhewR@wsdot.wa.gov
(206) 464–1244

There’s a lot riding on I-5

We all have a shared stake in keeping Interstate 5 working. I-5 is the north/south economic backbone of the Puget Sound Region and Washington State. All transportation systems—highway, transit, local roadways, freight and national defense—rely on it to succeed. Addressing I-5’s challenges will require all jurisdictions and transportation agencies to work together on tough issues and identify innovative mobility strategies.

I-5 is part of a larger transportation system that goes beyond highway mileposts. The system also includes local roadways, transit systems, freight access and all transportation modes that feed into and impact demand on I-5. The systems and strategies must be aligned, starting with a new kind of partnership among all transportation partners—public and private, all transportation modes, and all jurisdictions.

Better serving communities and the economy

We are ultimately determined to engage in the long-term strategic planning that will be necessary to transform the I-5 travel-shed into a 21st century corridor. This effort is likely to have significant scope and scale, with jurisdictions working in partnership to develop mutually shared solutions that can be developed, phased and funded over time to benefit all users.

But in the meantime, there are shorter-term solutions that can improve the performance of the corridor for everyone. To this end, WSDOT has launched an initiative to enhance near-term performance in the I-5 corridor. One element of this initiative is to work with transportation partners in an iterative process to develop a list of multimodal near-term actions. Near-term actions are defined as those that can be implemented within a zero-to-four year timeframe, and that can demonstrably improve I-5 performance. In this process, we have targeted two important segments of I-5—south (Thurston, Pierce) and north (King, Snohomish).

Potential Near-Term Actions

• Improve traffic flow by making better use of HOV lanes, on-ramps, freeway shoulders and local arterials
• Move more people in fewer vehicles through increased use of transit, vanpools and park and rides
• Get more people to work with fewer miles on the road by increasing telework and compressed work weeks
• Expand our use of technology

Read more inside >
# Draft North Segment Action Agenda

## Strategy

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<tr>
<th>Description</th>
<th>Performance Outcomes</th>
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| **Enhanced Freeway HOV Lane Performance** | • Decrease HOV violation rate by up to 50%  
| Lead Agency: WSDOT, WSP |  
| Estimated Cost: $2,750,000  
| **I-5 Southbound Downtown Seattle Managed Lane** | • Decrease person delay by 5%  
| Lead Agency: WSDOT | • Increase average speeds by up to 5 mph  
| Estimated Cost: $4.6-8.6 million |
| **Closing the Gap to Transit** | • Increase transit (fixed route, vanpool) ridership by 600 trips per day  
| Lead Agency: Lake Forest Park, Lynnwood, Mountlake Terrace, Seattle, Shoreline (alternately, King County Metro, Sound Transit and Community Transit) | • Reduce 600 single occupancy vehicles (single occupancy vehicle) trips per day  
| Estimated Cost: $1,500,000 |
| **Incentivize Transit for Shift Workers** | • Increase participation of small employers in commute benefits programs, with a total participation increase of 5-10 employers  
| Lead Agency: King County Metro | • Increase ORCA LIFT participation by 60 enrollees  
| Estimated Cost: $375,000  
| **Parking Management at Overcrowded Park and Rides in Snohomish County** | • Reduce daily peak period single occupancy vehicle round trips by 75  
| Lead Agency: Community Transit and/or Everett Transit | • Increase transit ridership by 75 trips  
| Estimated Cost: $1,900,000 |

## Draft South Segment Action Agenda

## Strategy

<table>
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<th>Description</th>
<th>Performance Outcomes</th>
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| **Install ramp meters in Olympia (e.g. Martin Way, Pacific Ave., Slater-Kinney)** | • Increase vehicles per hour (VPH) throughout by 200-500  
| Lead Agency: WSDOT | • Reduce collisions by 30%  
| Estimated Cost: $2,540,000  
| **Assess feasibility of peak shoulder running on I-5** | • Reduce transit travel time by 5-15%  
| Lead Agency: WSDOT | • Increase transit ridership by 2-6%  
| Estimated Cost: $150,000 |
| **Upgrade signals and implement transit signal priority, Martin Way and Capitol Boulevard (Smart Corridors)** | • Optimize, and where appropriate, synchronize the upgraded signals, both for general traffic flows and transit, including implementation of TSP  
| Lead Agency: Thurston Regional Planning Council | • Increase daily peak period ridership increased by 40  
| Estimated Cost: $400,000  
| **Expand I-5 Dynameq transportation model to develop refined I-5 strategies** | • Reduce daily peak period vehicle miles traveled by 600 miles  
| Lead Agency: Thurston Regional Planning Council and WSDOT | • Estimate system performance including vehicle and person throughput for different scenarios  
| Estimated Cost: $150,000  
| **Expand use of telework, compressed work weeks and flexible work hours at the Capitol Campus** | • Increase telework from 18% to 24% among eligible employees  
| Lead Agency: Thurston Regional Planning Council  
| Estimated Cost: $750,000 | • Reduce use of flextime from 59% to 62% among eligible employees  
| **Expand vanpool use through peer-to-peer marketing and new markets** | • Increase vanpool opportunities by 50  
| Lead Agency: Intercity Transit  
| Estimated Cost: $900,000 | • Increase vanpool riders by 350  
| | • Reduce vehicle miles traveled annually by 5 million  
| | • Reduce daily peak Single occupancy vehicle trips by 300 |