Transportation Policy Board
Thursday, April 11, 2019 • 9:30 AM – 11:30 AM
PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle, WA 98104

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

1. Call to Order (9:30) - Mayor Becky Erickson, Vice Chair
2. Communications and Public Comment
3. Report of the Chair
4. Director's Report
5. Consent Agenda (9:50)
   a. Approve Minutes of Transportation Policy Board Meeting held February 14, 2019
   b. Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)
   c. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the City of Sumner SR 410/Traffic Avenue Interchange Project
   d. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the Kitsap Transit Bremerton to Downtown Seattle Passenger-Only Ferry Project
6. Discussion Item (9:55)
   a. Community Transit Swift Green Line Opening & Snohomish County Supporting Projects -- Roland Behee, Community Transit and Steve Thomsen, Snohomish County
7. Discussion Item (10:25)
   a. Report on Alaskan Way Viaduct and Related Projects -- Chris Brown and Ron Judd, WSDOT; Chris Arkills, King County & Heather Marx, SDOT
8. Discussion Item (10:55)
   a. Project Tracking and Delivery Report -- Ryan Thompto, PSRC
9. Next Meeting: May 9, 2019, 9:30 - 11:30 a.m., PSRC Board Room
   Major Topics for May:
   -- Report on Special Needs Transportation Funding and Future Work

Save the Date:
- SAVE THE DATE! General Assembly, Thursday, May 30, 2019, 11:30 a.m. - 1:30 p.m., The Conference Center at the Washington State Convention Center. Registration will open soon.

10. Adjourn (11:30)
Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to 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. العربية، 中文 | Chinese, Deutsch | German, Français | French, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese | Call 206-587-4819.
MINUTES OF THE
TRANSPORTATION POLICY BOARD

February 14, 2019

[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 9:30 a.m. by Councilmember Rob Johnson, Chair.

COMMUNICATIONS AND PUBLIC COMMENT

The following people addressed the board:

- Will Knedlik, WSGRTA

REPORT OF THE CHAIR

Chair Johnson acknowledged outgoing members:

- Councilmember Debora Nelson, Snohomish County Other Cities & Towns (member)

Chair Johnson welcomed the following new members and alternates to the board:

- Councilmember Mark James, Marysville, representing Snohomish County Other Cities and Towns (member)
- Mayor Debbie Bertlin, Mercer Island, representing King County Other Cities & Towns (alternate)

DIRECTOR’S REPORT

Kelly McGourty noted that included in the agenda packet was a brochure on PSRC’s VISION 2050 Draft Supplemental Environment Impact Statement (SEIS) Open Houses. The SEIS should be released by the end of February. Throughout March PSRC will be hosting several open houses in each of the four counties to receive comment.

Ms. McGourty noted that demolition of the Alaskan Way Viaduct is scheduled to begin
soon. The area near PSRC is scheduled for construction mid-March through mid-April. PSRC staff will stay informed of any issues related to construction and monitor noise levels to see if it will be disruptive to board meetings.

CONSENT AGENDA

a. Minutes of the Transportation Policy Board Meeting held January 10, 2019  
b. Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)  
c. Recommend Certification of the Lakewood RGC Subarea Plan  
d. Recommend Full Certification of the Puyallup Comprehensive Plan

ACTION: The motion was made by Councilmember Doug Richardson and seconded by Councilmember Chris Beale to adopt the Consent Agenda. The motion passed.

STATE OF TRANSPORTATION

Secretary Roger Millar, Washington State Department of Transportation (WSDOT), shared a presentation on the State of Transportation, which was provided to the Senate and House Transportation Committees.

Secretary Millar discussed how transportation is related to Washington state’s economy, quality of life and social equity. He provided an overview of the WSDOT agency, the state’s multimodal system and key areas of responsibility. Secretary Millar reviewed WSDOT’s strategic plan goals, covering workforce development and inclusion and practical solutions approach.

He discussed the needs for maintenance and preservation and reviewed the safety of the transportation system and investments in safety programs. He provided example strategies to further Transportation Systems Management and Operations and reviewed current investments as well as proposed investments. Secretary Millar discussed responses to future trends in resilience, alternative energy, technology, and financing.

WASHINGTON STATE FERRIES LONG-RANGE PLAN

Amy Scarton, Washington State Ferries (WSF), shared a presentation with the board on WSF’s long-range plan. Ms. Scarton provided an overview of the WSF agency, its role in Washington State, its routes, terminals, vessels and employees. She provided details of the community engagement process to develop the plan.

Ms. Scarton reviewed the long-range plan’s four key themes in depth: reliable service, customer experience, manage growth, and sustainability and resilience. Ms. Scarton also discussed WSF’s financial plans and investment needs.

ADJOURN
The meeting adjourned at 11:26 a.m.
TRANSPORTATION POLICY BOARD
February 14, 2019

TPB MEMBERS & ALTERNATES PRESENT

Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
Councilmember Claudia Balducci, King County (via remote)
Councilmember Chris Beale, City of Tacoma
Rob Berman, Seattle Metropolitan Chamber of Commerce
Mayor Debbie Bertlin, Other Cities & Towns in King County (Alt.)
Martha Burke, League of Women Voters of Washington (via remote)
Don Cairns, Regional Project Evaluation Committee
Councilmember John Clauson, Local Transit – Kitsap County (Alt.)
Mayor Mike Courts, Other Cities & Towns in Pierce County (Alt.)
Doug DeForest, Thurston Regional Planning Council (via remote)
Deputy Mayor Davina Duerr, Other Cities & Towns in King County
Mayor Becky Erickson, Local Transit – Kitsap County, Vice Chair
Anne Eskridge, University of Washington
Jesse Hamashima, Regional Staff Committee (via remote)
Councilmember Mark James, Other Cities & Towns in Snohomish County
Councilmember Rob Johnson, City of Seattle, Chair
Craig Kenworthy, Puget Sound Clean Air Agency (Alt.)
Jefferson Ketchel, Snohomish Health District
Councilmember Peter Kwon, Other Cities & Towns in King County (Alt.) (via remote)
Claire Martini, Cascade Bicycle Club (Alt.)
Councilmember Joe McDermott, Local Transit–King County
Councilmember Ryan Mello, Local Transit – Pierce County (via remote)
Kelsey Mesher, Transportation Choices Coalition
Secretary Roger Millar, WSDOT
Councilmember Mike O’Brien, City of Seattle
Mayor Dana Ralph, Other Cities & Towns in King County
Dave Ramsay, WA State Transportation Improvement Board
Councilmember Doug Richardson, Pierce County
Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
Councilmember Terry Ryan, Local Transit – Snohomish County
Councilmember Mike Todd, Local Transit – Snohomish County (Alt.) (via remote)
Mayor Greg Wheeler, Bremerton (via remote)
Councilmember Stephanie Wright, Snohomish County (via remote)
Brian Ziegler, Freight Mobility Strategic Investment Board (Alt.) (via remote)
**TPB MEMBERS ABSENT (alternate present)**

Commissioner Shiv Batra, WA State Transportation Commission  
Commissioner Ryan Calkins, Ports  
*Vicky Clarke, Cascade Bicycle Club  
Jennifer Cook, AAA Washington  
Councilmember John Daniels, Jr., Muckleshoot Indian Tribe  
*Dan Gatchet, Freight Mobility Strategic Investment Board  
Commissioner Robert Gelder, Kitsap County  
Representative Mia Gregerson, House Transportation Committee  
Senator Steve Hobbs, Senate Transportation Committee  
*Councilmember Kate Kruller, Other Cities & Towns in King County  
Councilmember Kathy Lambert, King County  
Dan McKissom, ILWU Local 19  
Councilmember Jay Mills, The Suquamish Tribe  
Commissioner Helen Price Johnson, Island County  
*Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency  
Andrew Strobel, Puyallup Tribe of Indians

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

Ben Bakkenta, PSRC  
Lyndall Bervar, Congressman Adam Smith’s Office  
Ben Brackett, PSRC  
Gil Cerise, PSRC  
April Delchamps, City of Kent  
Carolyn Downs, PSRC  
June Devoll, Community Transit  
Linda Gehrke, Federal Transit Administration  
Sarah Gutschow, PSRC  
Peter Heffernan, King County  
Kathryn Johnson, PSRC  
Catherine Kato, PSRC  
Will Knedlik, WSGRTA  
Joe Kunzler  
Kelly McGourty, PSRC  
Maggie Moore, PSRC  
Casey Moreau, PSRC  
Ian Munce, City of Tacoma  
Pavithra Parthasarati, PSRC  
Brian Parry, Sound Cities Association  
Amy Scarton, WSF  
Noah Tunick, Community Transit  
Jude Willcher, Seattle  
Lacey Jane Wolfe, City of Bellevue
CONSENT AGENDA  
April 4, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)

IN BRIEF

Two agencies submitted seven 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 Connecting Washington 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 2019-2022 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.

- HSIP WSDOT-managed Highway Safety Improvement Program.
STP (W)  

Surface Transportation Block Grant Program funds 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 19-04
<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title and Work Description</th>
<th>Funding</th>
<th>PSRC Action Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bothell</td>
<td><strong>SR 522 Multi-Modal Corridor Stage 3 Improvements (83rd Place NE to Wayne Curve)</strong>&lt;br&gt;Existing project adding construction funds to add Business Access and Transit (BAT) lane improvements between 83rd Place NE in Kenmore and Wayne Curve in Bothell.</td>
<td>$24,834,134 Local&lt;br&gt;$24,834,134 Total</td>
<td>☑ ☐ ☐ ☐</td>
</tr>
<tr>
<td>2. WSDOT Northwest Region</td>
<td><strong>SR 9/Snohomish River Bridge - Painting</strong>&lt;br&gt;Existing project adding construction funds to clean and paint the existing structure in order to preserve its structural integrity.</td>
<td>$4,302,720 Connecting Washington&lt;br&gt;$4,302,720 Total</td>
<td>☑ ☐ ☐ ☐</td>
</tr>
<tr>
<td>3. WSDOT Northwest Region</td>
<td><strong>SR 9/Bickford Avenue - Intersection Improvements</strong>&lt;br&gt;New project adding preliminary engineering, right of way, and construction funds to construct channelization and/or operational improvements at the intersection.</td>
<td>$81,568 State&lt;br&gt;$3,516,767 Federal HSIP&lt;br&gt;$3,598,335 Total</td>
<td>☑ ☐ ☐ ☐</td>
</tr>
<tr>
<td>4. WSDOT Olympic Region</td>
<td><strong>I-5/Mounts Road to Steilacoom-Dupont Road - Corridor Improvements</strong>&lt;br&gt;Existing project adding construction funds to construct additional general purpose lanes in both directions between Mounts Road and Steilacoom-Dupont Road and reconstruct the Steilacoom-Dupont Road Interchange.</td>
<td>$182,506,983 Connecting Washington&lt;br&gt;$182,506,983 Total</td>
<td>☑ ☐ ☐ ☐</td>
</tr>
<tr>
<td>Sponsor</td>
<td>Project Title and Work Description</td>
<td>Funding</td>
<td>New Project Tracking</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------</td>
<td>--------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>5. WSDOT Olympic Region</td>
<td>I-5/Steilacoom-DuPont Road to Gravelly Lake Drive - Corridor Improvements</td>
<td>$36,500,000 Connecting Washington $36,500,000 Total</td>
<td>☑</td>
</tr>
<tr>
<td></td>
<td>Existing project adding construction funds to construct a pedestrian / bike path between Steilacoom-DuPont Road and Berkeley Street and a southbound connector lane between Thorne Lane and Gravelly Lake Drive.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. WSDOT Olympic Region</td>
<td>SR 162/Spiketon Creek Bridge - Bridge Replacement</td>
<td>$25,897 Federal STP(W) $529 State $26,426 Total</td>
<td>☑</td>
</tr>
<tr>
<td></td>
<td>Existing project adding right of way funds to construct a new bridge replacing the existing structurally deficient bridge.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. WSDOT Local Programs</td>
<td>2018 City Safety Projects - Puget Sound Regional Council</td>
<td>$12,269,800 Federal HSIP $776,900 Local $13,046,700 Total</td>
<td>☑</td>
</tr>
<tr>
<td></td>
<td>New project adding planning, preliminary engineering, right of way, and construction funds to install prioritized safety countermeasures to reduce intersection, pedestrian and bicycle, and lane departure crashes on city streets within Snohomish, King, Pierce, and Kitsap Counties.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CONSENT AGENDA

April 4, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the City of Sumner SR 410/Traffic Avenue Interchange Project

IN BRIEF

The City of Sumner has submitted a request to change the status of the SR 410/Traffic Avenue Interchange project from "Candidate" to "Conditionally Approved." Per PSRC’s adopted procedures, requests to change a project status require Board action.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board authorize a change in project status for the city of Sumner SR 410/Traffic Avenue Interchange project from "Candidate" to "Conditionally Approved."

DISCUSSION

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

The City of Sumner is requesting a change in progress status to Conditionally Approved pending the receipt of final environmental documentation, which is expected in March 2019. Once final documentation has been submitted PSRC staff may change the project’s status to Approved administratively. This approach expedites the approval process and avoids potential delays that could negatively impact the planned project advertising and bidding process.

The SR 410/Traffic Avenue Interchange project will address a key bottleneck in the city of Sumner by widening the existing two-lane Traffic Avenue/East Main Street overpass over SR 410 to four lanes to connect to the previously widened Traffic Avenue and widened bridge across the Puyallup River. Additionally, the project will reconfigure an intersection on each end of the SR 410 overpass and include non-motorized facilities that will connect to existing shared-use trails. In addition to eliminating the bottleneck, the project will enhance vehicle and transit access to the existing Sumner Transit and Sounder Station and proposed parking garage currently scheduled for completion in 2022.

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

Table 1: Project Details and Review Criteria

<table>
<thead>
<tr>
<th>Review Criteria</th>
<th>SR 410/ Traffic Avenue Interchange Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>$ 16,199,000</td>
</tr>
<tr>
<td>Consistency with Transportation 2040 Policies</td>
<td>The project is consistent with regional policy.</td>
</tr>
<tr>
<td>Benefit-Cost Analysis</td>
<td>Not required, project is less than $100 million</td>
</tr>
<tr>
<td>Environmental Documentation</td>
<td>SEPA was issued March 2017 and modified December 2018. NEPA approval is expected March 2019.</td>
</tr>
<tr>
<td>Other Planning Requirements</td>
<td>Sumner has coordinated with WSDOT and neighboring jurisdictions of Puyallup and Pierce County throughout project development. Local detour and utility relocation agreements have been reached, with final WSDOT utility permits and maintenance agreements expected in March 2019.</td>
</tr>
</tbody>
</table>
### Review Criteria

<table>
<thead>
<tr>
<th>Financial Feasibility</th>
<th>SR 410/ Traffic Avenue Interchange Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA</td>
<td>$ 4,706,000</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>$ 3,327,000</td>
</tr>
<tr>
<td>State</td>
<td>$ 6,000,000</td>
</tr>
<tr>
<td>Developer</td>
<td>$ 1,000,000</td>
</tr>
<tr>
<td>Local</td>
<td>$ 1,166,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 16,199,000</strong></td>
</tr>
</tbody>
</table>

### Air Quality Conformity

Approving this project will not change the region’s air quality conformity determination.

For more information, please contact Benjamin Brackett at (206) 971-3280 or bbrackett@psrc.org.
CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the Kitsap Transit Bremerton to Downtown Seattle Passenger-Only Ferry Project

IN BRIEF

Kitsap Transit has submitted a request to change the status of the Bremerton to Downtown Seattle Passenger-Only Ferry project from “Candidate” to “Approved.” Per PSRC’s adopted procedures, requests to change a project status require Board action.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board authorize a change in project status for the Kitsap Transit Bremerton to Downtown Seattle Passenger-Only Ferry project from “Candidate” to “Approved.”

DISCUSSION

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

The Bremerton to Downtown Seattle Passenger-Only Ferry project supports the new passenger-only ferry connection between Bremerton and Downtown Seattle. The project includes the purchase of two new vessels as well as makes improvements to the existing Bremerton Ferry terminal to accommodate the new service. Terminal improvements include the replacement and installation of new mooring fenders and cleats, a new accessible gangway, and structural strengthening.

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

**Table 1: Project Details and Review Criteria**

<table>
<thead>
<tr>
<th>Review Criteria</th>
<th>Bremerton to Downtown Seattle Passenger-Only Ferry</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Project Cost</strong></td>
<td>$ 16,010,046</td>
</tr>
<tr>
<td><strong>Consistency with Transportation 2040 Policies</strong></td>
<td>The project is consistent with regional policy.</td>
</tr>
<tr>
<td><strong>Benefit-Cost Analysis</strong></td>
<td>Not required. Project is less than $100 million.</td>
</tr>
<tr>
<td><strong>Environmental Documentation</strong></td>
<td>NEPA analysis has resulted in a Categorical Exclusion, confirmed by the Federal Transit Administration (FTA) on March 11, 2019.</td>
</tr>
<tr>
<td><strong>Other Planning Requirements</strong></td>
<td>Not applicable.</td>
</tr>
</tbody>
</table>
| **Financial Feasibility**              | FTA $ 1,184,000  
Local Funding $ 14,826,046  
$ 16,010,046 |
| **Air Quality Conformity**             | Approving this project will not change the region’s air quality conformity determination. |

For more information, please contact Benjamin Brackett at (206) 971-3280 or bbrackett@psrc.org.
To: Transportation Policy Board  
From: Kelly McGourty, Director, Transportation Planning  
Subject: Community Transit Swift Green Line Opening & Snohomish County Supporting Projects  

IN BRIEF

Community Transit’s Swift Bus Rapid Transit Green Line began service on March 24 between Canyon Park / Bothell and Boeing / Paine Field, including the grand opening of the new Seaway Transit Center across from the Boeing Everett manufacturing plant.

At its meeting on April 11, the Transportation Policy Board will receive a briefing on the Green Line opening from Community Transit. Community Transit will be joined by representatives from Snohomish County to talk about their supportive infrastructure projects along the corridor.

DISCUSSION

Community Transit launched the first line of Swift service in 2009, the 17-mile Blue Line along Highway 99 between Everett Station and the Aurora Village Transit Center in Shoreline. Swift is the state’s first bus rapid transit line, running every 10 minutes on weekdays and 20 minutes mornings, nights and weekends.

The next line of Swift, the Green Line between Canyon Park / Bothell and Boeing / Paine Field in Everett, opened for service on March 24. In addition to the capital investments to launch the new transit service, many additional infrastructure investments have been occurring along the corridor to support Swift. These include bus lane extensions and bus only lanes, traffic signal improvements, bicycle and pedestrian projects, and others.
Representatives from both Community Transit and Snohomish County will provide a report to the board at the April 11 meeting on the *Swift* Green Line and these supporting infrastructure investments, and how the two agencies have been coordinating and collaborating along the way.

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

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: Report on Alaskan Way Viaduct and Related Projects

IN BRIEF

At its meeting on January 10, the Transportation Policy Board received a briefing from the Washington State Department of Transportation (WSDOT), King County Metro and the City of Seattle on their coordinated efforts to communicate to the public and provide mobility options during the closure of the Alaskan Way viaduct.

Now that the new State Route 99 tunnel is open, the three agencies will return for a debrief on the results of those efforts and current traffic operations, as well as provide information on next steps for the removal of the viaduct and other downtown construction activities.

DISCUSSION

The Alaskan Way viaduct was permanently closed on January 11 in preparation of the opening of the new SR 99 tunnel, which occurred on February 4. The removal of the viaduct is now underway and is expected to continue for approximately six months.

In anticipation of significant traffic disruptions during the viaduct closure, WSDOT, King County Metro and the City of Seattle worked closely together to prepare for the impacts and provide information to the public on mobility options and travel tools. These include enhanced traffic operations and monitoring, increased transit options, and innovative web and mobile information tools.

The three agencies will return to the board in April for a debrief of the conditions during the viaduct closure, and the usage of the new features and tools launched to encourage alternative modes of travel. In addition, the board will hear about next steps in the
removal of the viaduct and other related projects and activities such as the departure of buses from the downtown transit tunnel, the temporary Marion Street pedestrian bridge and others.

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

April 4, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Project Tracking and Delivery Report

IN BRIEF

PSRC has been monitoring the progress of projects awarded PSRC’s federal funds through a project tracking system first implemented in 2000. The adopted project tracking policies, which have evolved over the years to address new issues and requirements, are designed to ensure the timely use of PSRC funds and to increase the delivery of transportation investments that support the region’s long-range plans. The project tracking system has been successful at keeping projects moving forward while effectively utilizing PSRC’s federal funds.

Over the last several years there has been a renewed emphasis on project delivery and performance management at both the federal and state levels. Since 2013, the Washington State Department of Transportation (WSDOT), in coordination with the 16 Metropolitan and Regional Transportation Planning Organizations around the state, has established annual targets for delivery of transportation funds from the Federal Highway Administration (FHWA). PSRC has worked closely with the Regional Project Evaluation Committee and the four countywide transportation forums on developing processes and procedures to meet the region’s target each year.

The Transportation Policy Board will be provided a briefing at its April 11, 2019 meeting on the current status and next steps for 2019 project delivery, as well as additional background information on the project tracking program and overall status of PSRC funded projects.
DISCUSSION

PSRC’s project tracking program has evolved over the years to ensure successful delivery of projects, by addressing issues of delayed projects and the potential risk of losing unused funding. This evolution has included responding to the new annual delivery target requirement begun in 2013 for all regions of the state. Regions must meet their delivery target for that year’s FHWA funds or risk losing the unused portion of funds to other parts of the state.

Our region has successfully met each year’s target since 2013, however in some years this has required supplemental funding actions for immediately ready to go projects. In general, the necessity for these actions has been due to a policy to allow short-term extensions for delayed projects, and if there are not enough existing projects to move forward to meet the current delivery requirements. This occurred in 2013 and 2014; since 2015 the region has met the target without a supplemental funding action, but some additional actions have been required to adjust funds within existing projects.

To recognize the increased emphasis on project delivery, in 2014 the project tracking policies were strengthened to eliminate the former one-year grace period and provide a firm obligation deadline of June 1st of each year, with the possibility of a limited six-month extension to the end of the calendar year if delivery can be adequately demonstrated by that date. In addition, the policies were amended to include procedures for soliciting immediately ready to go projects if necessary in any given year.

Staff has been working closely with the Regional Project Evaluation Committee and the four countywide transportation forums to evaluate the status of meeting the 2019 delivery target and review potential options should there be a need to solicit for immediately ready to go projects. Additional changes have occurred since the policies were revised in 2014, including the utilization of all of our older, delayed funds which resulted in project funding now being assigned a specific federal fiscal year.

Staff is currently reviewing a variety of data to determine next steps required to meet the 2019 delivery target. This data includes, among other things, the projects requesting extensions to December 31st, and existing projects programmed in later years that could advance and utilize 2019 funding.

The Transportation Policy Board will be provided a briefing at its April 11, 2019 meeting on the project tracking program and overall status of PSRC funded projects. In addition, the board will be briefed on the current status and next steps for 2019 project delivery, including the options being evaluated for soliciting immediately ready to go projects should they be necessary. It is anticipated that any funding actions would be presented to the Board for action at the June meeting, along with any proposal for additional revisions to the current project tracking policies.

For more information, please contact Ryan Thompto at (206) 464-7122, rthompto@psrc.org, or Kelly McGourty at (206) 971-3601, kmcgourty@psrc.org.
Save the Date!

Puget Sound Regional Council – Annual General Assembly

Thursday, May 30, 2019 @ 11:30 am – 1:30 pm
The Conference Center @ Washington State Convention Center
8th & Pike, Seattle, WA 98101-2310