Transportation Policy Board
Thursday, January 10, 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) - Councilmember Rob Johnson, 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 December 13, 2018
   b. Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)
6. Discussion Item (9:55)
   a. Draft FY2020-2021 Biennial Budget and Work Program -- Diana Lauderbach, PSRC
7. Action Item (10:05)
   a. Regional Transportation Plan Project Amendment and Approval Request: WSDOT I-90 / Eastgate to SR 900 Corridor Improvements Project -- Azim Sheikh-Taheri, WSDOT
8. Discussion Item (10:20)
   a. Regional Clean Fuel Standard -- Craig Kenworthy, Puget Sound Clean Air Agency
9. Discussion Item (10:40)
   a. Alaskan Way Viaduct Closure and Mobility Options -- David Sowers, WSDOT; Chris Arkills, King County; & Heather Marx, SDOT

10. Next Meeting: February 14, 9:30 - 11:30 a.m., PSRC Board Room
    Major Topics for February:
    -- Implementation Topics for the Regional Transportation Plan

11. 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 | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese Call 206-587-4819.
CALL TO ORDER

The meeting was called to order at 9:33 a.m. by Councilmember Rob Johnson, Chair.

REPORT OF THE CHAIR

Chair Johnson announced the departures of members:

- Councilmember Rick Talbert, Pierce County, alternate for Pierce County Local Transit
- State Representative Joan McBride, alternate for the House Transportation Committee
- State Representative Joe Fain, member for the Senate Transportation Committee

COMMUNICATIONS AND PUBLIC COMMENT

The following people addressed the board:

- Alex Tsimerman, SUA

DIRECTOR’S REPORT

Kelly McGourty briefed the board on the upcoming Alaskan Way Viaduct Closure, scheduled to begin January 11.
CONSENT AGENDA

a. Approval of Minutes of Transportation Policy Board Meeting held November 8, 2018
b. Recommend Certification of the Sumner-Pacific Manufacturing/Industrial Center Subarea Plan
c. Recommend Certification of the Metro Everett Regional Growth Center

**ACTION:** The motion was made by Commissioner Robert Gelder and seconded by Councilmember Joe McDermott to adopt the Consent Agenda. The motion passed.

REGIONAL AVIATION BASELINE STUDY UPDATE
Ben Bakkenta, Director of Regional Planning, provided a briefing on PSRC’s ongoing Regional Aviation Baseline Study. PSRC received a grant from the Federal Aviation Administration (FAA) to complete a study looking at the aviation system in the region. This study would build upon current master planning ongoing at many of the region’s airports and provide a regional analysis of aviation needs and capacity. The study is framed by key policies in the Regional Transportation Plan.

Mr. Bakkenta shared that the study will include the 29 airports in the region. The study will look at the planning at each of these facilities and competing aviation needs such as air passenger service, air cargo, general aviation, aerospace manufacturing and military needs. The study will also provide community perspectives.

Mr. Bakkenta detailed the study’s timeline. Draft and final reports are expected to be completed by the Summer of 2020.

VISION 2050 STATUS REPORT
Mr. Bakkenta provided the board with an overview of current work on VISION 2050. He reviewed the VISION 2050 work program timeline and outlined the work schedule for 2019. The plan is scheduled to be adopted May 2020.

Mr. Bakkenta reviewed major themes and concerns from the scoping report adopted by the Growth Management Policy Board (GMPB) in June 2018. Mr. Bakkenta characterized the three growth alternatives defined by the GMPB to undergo environmental analysis. The next step after the release of the draft supplemental environmental impact statement is working with the GMPB to identify a preferred alternative. Mr. Bakkenta noted that the preferred alternative could also be a hybrid of the three alternatives.

Mr. Bakkenta shared how VISION 2050 would address equity. He highlighted tools and analysis incorporated into the process to address equity, as well as policy approaches. Mr. Bakkenta shared that the GMPB is scheduled to have an extended session on equity at the February 2019 GMPB meeting.
Kelly McGourty shared that staff propose to streamline and update the transportation chapter of VISION 2050 to reflect changes since the adoption of VISION 2040, including the incorporation of the current Regional Transportation Plan. After the selection of the preferred growth strategy, policies may be added or updated per board direction. Ms. McGourty noted that briefing papers are being prepared to further explore the intersection between land use and the evolving nature of technology and freight and goods movement. Ms. McGourty then reviewed the timeline and next steps for VISION 2050.

ADJOURN

The meeting adjourned at 11:12 a.m.
TPB MEMBERS & ALTERNATES PRESENT

Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
Councilmember Claudia Balducci, King County
Councilmember Chris Beale, City of Tacoma
Rob Berman, Seattle Metropolitan Chamber of Commerce
Russ Blount, Regional Project Evaluation Committee (Alt.)
Don Cairns, Regional Project Evaluation Committee
Commissioner Ryan Calkins, Ports
Doug DeForest, Thurston Regional Planning Council
Deputy Mayor Davina Duerr, Other Cities & Towns in King County (Alt.)
Mayor Becky Erickson, Local Transit – Kitsap County, Vice Chair
Anne Eskridge, University of Washington
Dan Gatchet, Freight Mobility Strategic Investment Board
Commissioner Robert Gelder, Kitsap County
Councilmember Kevin Gorman, Metropolitan Center–Bremerton
Jesse Hamashima, Regional Staff Committee
Councilmember Rob Johnson, City of Seattle, Chair
Councilmember Kate Kruller, Other Cities & Towns in King 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
Dave Ramsay, WA State Transportation Improvement Board
Councilmember Doug Richardson, Pierce County – (via remote)
Assistant Secretary Patty Rubstello, WSDOT
Councilmember Terry Ryan, Local Transit – Snohomish County
Councilmember Mike Todd, Local Transit – Snohomish County (Alt.)
Councilmember Benson Ryan, Other Cities & Towns in King County (Alt.)
Councilmember Stephanie Wright, Snohomish County – (via remote)

TPB MEMBERS ABSENT (*alternate present)

Commissioner Shiv Batra, WA State Transportation Commission
Jennifer Cook, AAA Washington
John Daniels, Jr., Muckleshoot Indian Tribe
Senator Joe Fain, Senate Transportation Committee
Representative Mia Gregerson, House Transportation Committee
Senator Steve Hobbs, Senate Transportation Committee
Jefferson Ketchel, Snohomish Health District
Councilmember Kathy Lambert, King County
Mayor Ron Lucas, Other Cities & Towns in Pierce County
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
Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency
Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
Andrew Strobel, Puyallup Tribe of Indians
*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)

Ben Bakkenta, PSRC
Gil Cerise, PSRC
Eric ffitch, Port of Seattle
Sarah Gutschow, PSRC
Peter Heffernan, King County
Kathryn Johnson, PSRC
Brian Lee, PSRC
Kelly McGourty, PSRC
Casey Moreau, PSRC
Brian Perry, Sound Cities Association
April Sanders, King County
Jason Thibedeau, PSRC
Alex Tsimerman, SUA
Liz Underwood Bultmann, PSRC
Jude Willcher, Seattle
Lacey Jane Wolfe, City of Bellevue
CONSENT AGENDA

January 3, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

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

IN BRIEF

Five agencies submitted six projects this month for routine amendment into the Regional TIP. These projects are summarized in Exhibit A. These projects were awarded local, state and federal funding through various processes, such as Highway Safety Improvement Program (HSIP) funds. 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**

Detailed below are requests from two agencies for modifications to PSRC’s FTA funds for this amendment. The modifications were found to be consistent with PSRC’s project tracking policies and were reviewed and recommended by the Transportation Operations Committee (TOC) at its meetings on August 22, 2018 and November 28, 2018.

Community Transit (CT) requests a redistribution of 2019 and 2020 Seattle-Tacoma-Everett (STE) Urbanized Area FTA 5307 Preservation Set-Aside funds, in the amount of $589,756 from each year. The redistribution request would move funding from the *Facilities Rehabilitation and Maintenance* project to the *Transit Revenue Vehicles 2018-2020* project. The redistribution request is needed because CT has a greater need to
utilize federal funds for bus replacements rather than for facility maintenance due to the agency's current and anticipated future growth in bus service hours. CT has determined that the amount of funding needed to accomplish the Facilities Rehabilitation and Maintenance project scope can be completed using local funds. The Transit Revenue Vehicles 2018-2020 project will use the increase in funding from the redistribution to purchase two additional replacement buses.

King County Department of Transportation (Metro) requests two redistributions of STE Urbanized Area FTA 5307 funds. The first request is to redistribute $80,000 of 2016 funds from the Project Management and Financial Information Management System project to the Bus Replacements project. Metro has not identified a project scope for the Project Management and Financial Information Management System project that will meet its needs within current budget allocations. Therefore, Metro will not proceed with this project and proposes to instead use the funds to assist with the capital purchase of one replacement bus. The second request is to redistribute $10,653,185 of 2018 funds from the Vehicle Equipment and Facilities Maintenance project to the Bus Replacements project. Metro has an adequate budget to complete the maintenance activities listed in the Vehicle Equipment and Facilities Maintenance project scope after the redistribution of these federal funds. The proposed transfer of funds will assist with the capital purchase of fourteen replacement buses.

Federal Fund Source Descriptions

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

Bridge Local Bridge Program providing assistance for eligible bridges on public roads.

HSIP WSDOT-managed Highway Safety Improvement Program.

5307(Urban) Federal Transit Administration urbanized area formula program.

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

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

Attachments:
Exhibit A 19-01
## Project(s) Proposed for Routine Amendment to 2017-2020 TIP

### Exhibit A

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title and Work Description</th>
<th>Funding</th>
<th>PSRC Action Needed</th>
<th>New Project/Phase</th>
<th>UPW Amends</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Community Transit</td>
<td>Transit Revenue Vehicles 2018-2020 Existing project adding funds to purchase 57 transit vehicles to replace and expand Community Transit's existing fleet.</td>
<td>$1,179,512 Federal 5307(Urban) $294,448 Local</td>
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<td>$1,473,960 Total</td>
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<tr>
<td>2. Everett</td>
<td>Edgewater Bridge New project adding preliminary engineering funds to remove and replace the existing bridge.</td>
<td>$2,400,000 Federal BR $600,000 Local</td>
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<td></td>
<td></td>
<td>$3,000,000 Total</td>
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<tr>
<td>3. King County Department of Transportation (Transit)</td>
<td>Bus Replacements Existing project adding funds to purchase 158 transit vehicles to replace older buses.</td>
<td>$10,733,185 Federal 5307(Urban) $1,710,611 Local</td>
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<td></td>
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<td>$12,443,796 Total</td>
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<tr>
<td>4. Pierce County</td>
<td>BR #31221-A / Cramer Road Northwest Existing project adding new construction funds to replace the existing bridge.</td>
<td>$3,048,584 Federal BR $762,146 Local</td>
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<td>$3,810,730 Total</td>
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<tr>
<td>5. Pierce County</td>
<td>92nd Avenue East / 224th Street East Existing project adding new construction funds to install a traffic signal system and turn lanes at the intersection of 224th Street East and 92nd Avenue East. A two-way left-turn lane will also be provided west of 90th Avenue East to 92nd Avenue East.</td>
<td>$2,988,000 Federal HSIP $332,000 Local</td>
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<td>☑</td>
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<td></td>
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<td>$3,320,000 Total</td>
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<tr>
<td>Sponsor</td>
<td>Project Title and Work Description</td>
<td>Funding</td>
<td>New Project Tracking</td>
<td>Project/Phase</td>
<td>UPW1 Other Amendment</td>
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<tr>
<td>6. WSDOT Northwest Region</td>
<td>I-5/South Bailey Street Ramp to I-5 - Deck Overlay &amp; Expansion Joint Replacement</td>
<td>$3,221,335 Federal NHPP</td>
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DISCUSSION ITEM  

January 3, 2019

To:  Transportation Policy Board

From:  Josh Brown, Executive Director

Subject:  Draft FY2020-2021 Biennial Budget and Work Program

The process to develop the next biennial budget and work program is underway. The PSRC budget outlines transportation, economic and growth planning activities for the fiscal years 2020-21. The Transportation Planning portion of the biennial budget is included as task 200 within the biennial budget.

At the January 10 meeting, the Transportation Policy Board will be given a presentation on the draft fiscal year 20-21 biennial budget and work program. This presentation will include an overview of the budgeted revenues, expenditures and work for PSRC during the biennium.

The PSRC Operations Committee has primary responsibility for developing the budget and work program for both PSRC and Economic Development District Board (EDD). The full draft budget is posted on PSRC’s website at https://www.psrc.org/about/budget for review by the PSRC policy boards, the EDD board and various committees. Comments are due by March 16th and will be compiled and reviewed prior to the March 28, 2019 Executive Board Meeting. The final budget is scheduled for approval by the Executive Board in March, adoption by the PSRC General Assembly in May and approval by the EDD Board in June.
To: Transportation Policy Board  
From: Kelly McGourty, Director, Transportation Planning  
Subject: Regional Transportation Plan Project Amendment and Approval Request: WSDOT I-90 / Eastgate to SR 900 Corridor Improvements Project  

IN BRIEF  
The Washington State Department of Transportation (WSDOT) has submitted a request to amend the Regional Transportation Plan to include the I-90 / Eastgate to SR 900 Corridor Improvements project into the financially constrained portion of the plan. In addition, WSDOT requests the project receive Approved status, to facilitate immediate implementation.  

RECOMMENDED ACTION  
The Transportation Policy Board should recommend the Executive Board approve the following actions:  

- Amend the Regional Transportation Plan to include the WSDOT I-90 / Eastgate to SR 900 Corridor Improvements project in the constrained portion of the plan; and  
- Authorize an immediate change in project status, from Candidate to Approved.  

DISCUSSION  
The Regional Transportation Plan contains a variety of investments – to preserve and maintain the transportation system, improve the system’s efficiency, and expand the system with strategic capacity. Most of these investments are considered “programmatic” in nature and are not called out as individual investments. These programmatic investments include, among other things, preservation, maintenance and operations, and capacity investments on local roadways.
Projects that seek to modify capacity on the regional system are required to be on the Regional Capacity Projects List of the Regional Transportation Plan and are subject to additional review and approval by PSRC’s Executive Board. The threshold for which projects are required to be on the Regional Capacity Projects List versus those considered programmatic investments may be found on PSRC’s website at https://www.psrc.org/sites/default/files/rtp-201806regionalcapacityprojectlistthresholds.pdf.

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.

In addition to the above investments in the financially constrained plan, the Regional Transportation Plan also contains “Unprogrammed” investments. Projects that are in the Unprogrammed portion of the plan are not included in the adopted financial strategy or the regional air quality conformity finding, but are included in the State Environmental Policy Act (SEPA) documentation. Projects that are Unprogrammed may only proceed with planning work; to proceed beyond planning projects must be in the Constrained plan.

While PSRC is required by federal law to review and update the plan at least every four years, additional opportunities are provided between cycles to update the plan’s project information, recognizing that projects evolve and needs change. The Executive Board may approve changes to project status, other administrative project changes, and minor plan amendments that demonstrably have no negative impact on the regional air quality conformity determination and do not require additional plan-level environmental review under SEPA. More substantive amendments to the plan would require action by the General Assembly.

In order to amend the plan to allow a project into the constrained portion of the plan, certain basic requirements must be met, including the following:

- The project has been derived from a comprehensive planning process
- The project has the concurrence of all affected parties
- There is no demonstrable effect on the plan’s financial strategy
• The project must be included in the regional air quality conformity finding
• The sponsor of the proposed project has responded to the Regional Transportation Plan prioritization framework questions

In order for a project to receive Approved status, the following requirements must be met:

• Consistency with VISION 2040 Policies
• Benefit–Cost Analysis for investments greater than $100 million
• Final environmental documentation from a NEPA or SEPA process
• Planning requirements, such as Memoranda of Agreements, zoning changes, etc.
• Demonstration that the proposed project has a reasonable expectation of full funding
• Consistency with the regional air quality conformity determination.

WSDOT is requesting that the I-90 / Eastgate to SR 900 Corridor Improvements project be amended into the constrained plan, and that the project be granted immediate Approved status. The project was included in the previous version of the constrained plan, but during the 2018 update conditions at the time indicated the project would fall under the “programmatic” definition and therefore no longer needed inclusion on the Regional Capacity Projects list. Additional work and scope refinements since that time has resulted in the project once again meeting the threshold of a regional capacity project, requiring the current plan amendment request.

Additional information on the project is provided in Tables A and B, below, including the scores for the plan prioritization measures. As a reminder, there are a total of 90 points available through these measures. Projects included in the 2018 Regional Transportation Plan had an average prioritization score of 55, with 98% of the projects scoring above the lowest quartile of available points.

In addition, given the region’s current air quality status, an air quality conformity analysis is only required to be conducted for fine particulates in the Wapato Hills-Puyallup River Valley area near Tacoma. Given the location of this project, there is little to no impact expected on regional emissions within the boundary of this maintenance area. The region will therefore retain a positive finding of air quality conformity should the Board approve this requested amendment to the Regional Transportation Plan.
TABLE A - Plan Amendment Data: I-90 / SR 900 to Eastgate Corridor Improvements Project

<table>
<thead>
<tr>
<th>Description</th>
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<tbody>
<tr>
<td>Reconstruct the existing shoulders to full depth pavement, restripe eastbound and westbound I-90 to create an additional auxiliary lane in each direction between the Eastgate and West Lake Sammamish Parkway interchange, and modify the westbound I-90 off-ramp to West Lake Sammamish Parkway</td>
<td></td>
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</tbody>
</table>

| Planning process from which project was derived | 2012 I-90 Corridor Study |
| Total project cost | $73,035,200 |
| Constant dollar year | 2020 |
| Completion year | 2020 |
| Agreements / Concurrence | Letter of concurrence from the City of Issaquah received |
| Prioritization Framework Score | Total Score = 43 |

TABLE B - Approval Request Data: I-90 / SR 900 to Eastgate Corridor Improvements Project

<table>
<thead>
<tr>
<th>Approval Review Criteria</th>
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<tbody>
<tr>
<td>Consistency with VISION 2040 and Regional Transportation Plan Policies</td>
<td>The project is consistent with regional policy.</td>
</tr>
<tr>
<td>Benefit-Cost Analysis</td>
<td>Not required for projects less than $100 million.</td>
</tr>
<tr>
<td>Environmental Documentation</td>
<td>The SEPA and NEPA processes for this project were completed in November 2018.</td>
</tr>
<tr>
<td>Other Planning Requirements</td>
<td>A letter of concurrence has been provided by the City of Issaquah.</td>
</tr>
<tr>
<td>Financial Feasibility</td>
<td>The project is fully funded with Connecting Washington funds.</td>
</tr>
<tr>
<td>Air Quality Conformity</td>
<td>Approving this project will not change the region’s air quality conformity determination.</td>
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</tbody>
</table>

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

January 3, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Regional Clean Fuel Standard

IN BRIEF

The Puget Sound Clean Air Agency (PSCAA) is considering adopting a regional clean fuel standard to help reduce greenhouse gas emissions from transportation. A clean fuel standard requires a gradual reduction in the carbon intensity of transportation fuels. The agency is undertaking an analysis on a variety of issues as it moves toward creation of a draft rule for consideration by their board. The Transportation Policy Board will be provided a briefing on this effort.

DISCUSSION

As of 2015, transportation – including on-road vehicles, air travel, marine vessels, rail, and off-road vehicles and equipment – represented 38% of the region’s total greenhouse gas emissions. Within transportation, passenger vehicles represent the majority of emissions.

The PSCAA Board adopted economy-wide regional greenhouse gas emission targets in February 2017, to 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050. PSCAA has identified and evaluated potential actions that would achieve significant emission reductions specifically related to transportation, within the following categories: zero emission vehicle adoption; alternative, lower greenhouse gas fuel use; mode shift; and heavy-duty trucking requirements.

Of these potential actions, a clean fuel standard was determined to have the largest potential to reduce greenhouse gas emissions and provide other air quality benefits. The standard would be market-based, allowing for innovation and flexibility. California, Oregon and British Columbia have already established clean fuel standards.
Current Washington law (from the 2015 transportation package) requires a shift in funding from the multi-modal account to highway funding if the state adopts a clean fuel standard. That provision is not triggered if a regional agency such as PSCAA adopts such a standard. The Governor has also proposed a statewide clean fuel standard as part of his draft 2019-2021 budget.

PSCAA is currently working with a consultant to analyze fuel source options and potential impacts of a regional clean fuel standard. The Transportation Policy Board will be provided a briefing on PSCAA’s efforts and next steps at their meeting on January 10.

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: Alaskan Way Viaduct Closure and Mobility Options

IN BRIEF

State Route 99 will be closed through downtown Seattle for three weeks beginning at 10pm on Friday, January 11. This will be the longest major highway closure ever experienced in the Puget Sound region, and will allow the Washington State Department of Transportation (WSDOT) to realign the highway into the new State Route 99 tunnel. At the end of the closure, the tunnel will open, providing a direct route from the stadiums to the Space Needle. The Alaskan Way viaduct and the Battery Street tunnel will be both be permanently closed in preparation for the removal of the viaduct.

WSDOT, the City of Seattle and King County Metro have been working together to provide information to the public on mobility options during and after the closure, including some new and innovative on demand services. The Transportation Policy Board will be provided a briefing on the closure and the coordination of traveler information at its meeting on January 10.

DISCUSSION

Beginning at 10pm on January 11, State Route (SR) 99 will be closed for approximately three weeks from the Battery Street Tunnel to South Spokane Street. The closure will allow WSDOT to complete the highway and eight ramps connecting the new tunnel to SR 99 and local streets. The northbound SR 99 on-ramp at South Royal Brougham Way and the southbound SR 99 off-ramp at South Atlantic Street will close a week earlier due to the large amount of work required at the tunnel’s south end.
The Alaskan Way viaduct and the Battery Street tunnel will be permanently closed as of January 11, and the new SR 99 tunnel will open once the closure ends. The removal of the viaduct is anticipated to begin in February and take approximately six months. In its place will be a new surface street to be completed by the City of Seattle.

During the three week closure, as well as subsequent work, significant traffic disruption is expected and travelers are being encouraged to pursue alternative options to their normal commute. WSDOT, the City of Seattle and King County Metro have been actively working to provide information on mobility options and travel tools. These include enhanced traffic operations and monitoring, increased transit options, and innovative web and mobile information tools.

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