Transportation Policy Board  
Thursday, July 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, 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 June 13, 2019  
   b. Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)
6. Action Item (9:55)  
   a. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the Sound Transit Federal Way Link Extension Project -- Kelly McGourty, PSRC
7. Action Item (10:05)  
   a. 2019 Project Selection Process for PSRC’s FFY 2021-2022 FHWA Rural Town Centers and Corridors Program Funds -- Ryan Thompto, PSRC
8. Action Item (10:15)  
   a. Recommend Approval of the 2019 Adjustment of PSRC’s Federal Transit Administration Funds and Distribution of Funds to the FTA Regional Contingency List of Projects -- Sarah Gutschow, PSRC
9. Discussion Item (10:25)  
   a. Road Usage Charge Study -- Reema Griffith, Washington State Transportation Commission
10. Discussion Item (11:00)  
    a. VISION 2050 Draft Review -- Ben Bakkenta, PSRC
11. Discussion Item (11:15)  
    a. Passenger-Only Ferry Draft Scope and Schedule -- Gil Cerise, PSRC
12. Next Meeting: September 12, 2019, 9:30 - 11:30 a.m., PSRC Board Room  
    Major Topics for September:  
    -- Regional ITS Inventory  
    -- RTCC Action
13. 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, 한국어 | 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 Mayor Becky Erickson, Chair.

COMMUNICATIONS AND PUBLIC COMMENT

Alex Tsimerman and Will Knedlik provided public comment.

DIRECTOR’S REPORT

Kelly McGourty, Director of Transportation Planning, shared that the draft VISION 2050 plan is scheduled to be released for public comment in July. TPB will receive a brief report on VISION 2050 at the July meeting. Also, The Washington State Transportation Commission will provide TPB a report on the pilot study for the Road Usage Charge at the July meeting.

Ms. McGourty reminded the board that there is a small set aside of five million dollars for the Rural Town Centers and Corridors Program. The process is currently underway. At the July meeting, the board will be asked to release those recommendations for public comment.

CONSENT AGENDA

a. Minutes of the Transportation Policy Board Meeting held May 9, 2019
b. Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)
c. Recommend Certification of the Arlington-Marysville Manufacturing/Industrial Center Subarea Plan

ACTION: The motion was made by Councilmember Mark James and seconded by Councilmember Rob Gelder to adopt the Consent Agenda. The motion passed.
2019 DELIVERY AND SUPPLEMENTAL FUNDING ACTION

Ms. McGourty provided background information on PSRC’s project tracking program and policies. The program ensures timely and efficient use of PSRC’s federal funds, ensures successful delivery of projects, and responds to the annual delivery target requirement. Ms. McGourty indicated that the Regional Project Evaluation Committee (RPEC) has a recommendation in front of the board for updates to the policies and procedures for meeting the annual delivery target, as well as a supplemental funding action necessary to meet the 2019 delivery target.

Mayor Rob Putaansuu, City of Port Orchard, outlined a request to the board for an additional $1.3 million in funding from PSRC due to unforeseen cost overruns related to changes in conditions to a $20 million project. The board would discuss the request following an overview of the proposed policy revisions and funding action.

Ms. McGourty reviewed the circumstances of when a gap in meeting the annual delivery target can arise and existing policies to address it. RPEC prepared a recommendation that would revise the policies for achieving annual delivery targets and pursuing supplemental funding actions. These revisions and updates address current conditions and changing circumstances and rules. Ms. McGourty reviewed the proposed strategies in the recommended Obligation Delivery Policies and Procedures. The policies and procedures provide direction to staff on the prioritized process of meeting annual delivery targets.

Members discussed how the Policies and Procedures account for the City of Port Orchard’s request. Ms. McGourty shared that the 2019 Delivery Status would provide more information for review of the request.

**ACTION:** The motion was made by Councilmember Jennifer Robertson and seconded by Councilmember Kate Kruller to recommend the Executive Board approve the revised policies and procedures for achieving PSRC’s annual FHWA delivery targets, as identified in Attachment 1 – with the clarification to strategy four, bullet point one to read:

- A consistent percentage increase will be applied to all eligible projects, to reach a pre-determined amount based on the need. The amount will be no less than $100,000 for any project, and no more than the maximum federal share allowable for any project. If this does not yield enough to meet the delivery gap, projects from the previous years will be reviewed.

Ms. McGourty provided a breakdown of PSRC’s 2019 delivery target gap of $43 million. She explained how the proposed prioritized strategies in the recommended policies and procedures were applied to meet the delivery target gap, and that a supplemental funding action is necessary to meet the 2019 delivery target. Ms. McGourty presented the RPEC recommendation for a supplemental funding action to award PSRC’s FHWA funds to projects in attachments 4 and 5 of the agenda packet. The recommendation
includes a buffer amount to ensure the target is met in case any project fails to deliver between now and the state deadline of August 1.

Regarding the City of Port Orchard request, Ms. McGourty explained that if the board chose to approve the $1.3 million of funding, the amount could be accommodated in one of the following ways:

1. Add 1.3 million to the buffer amount.
2. Reduce the amount recommended to the immediately ready to go contingency projects in attachment 4a.
3. Reduce the percentage of increase in federal awards to projects in attachment 5, to retain the buffer at the existing recommended amount.

ACTION (MAIN MOTION): The motion was made by Councilmember Doug Richardson and seconded by Mayor Mike Courts to recommend that $1.3 million be added to the buffer for 2019 to account for the City of Port Orchard’s request.

AMENDMENT: Commissioner Rob Gelder offered the body of the motion could be amended to state the inclusion of the City of Port Orchard request does not establish precedent, it will be designated as hardship circumstance. The consideration of a hardship criteria will be referred to the Project Selection Task Force.

VOTE ON AMENDMENT: The motion passed with 12 votes in favor and 5 votes against.

VOTE ON MAIN MOTION: The motion passed with 12 votes in favor 5 votes against.

ACTION: The motion was moved by Councilmember Kate Kruller and seconded by Councilmember Doug Richardson to recommend the Executive Board approve a supplemental funding action to award PSRC’s FHWA funds to the list of projects as identified in Attachments 4 and 5 including $1.3 million for the City of Port Orchard, designated as a hardship circumstance. The motion passed.

I-5 SYSTEM PARTNERSHIP
Patty Rubstello, Assistant Secretary Washington State Department of Transportation, shared that the intent of the I-5 System Partnership was to bring together diverse stakeholders to come to a common understanding about the issues and develop a vision for I-5, covering from Tumwater to Marysville.

The work effort was a year of participation with 45 multi-jurisdictional partners. Ms. Rubstello reviewed the I-5 System Partnership goals, strategies and strategic framework. Phase two of the partnership will include scenario development, and Phase 3 will conduct an I-5 Master Plan. Federal grant opportunities are being pursued to fund
future phases. Ms. Rubstello asked for PSRC to endorse a current federal grant application, approach and plan to help show that there is buy-in regionally.

Marc Daily, Thurston Regional Planning Council, shared that the Thurston Regional Planning Council’s Transportation Policy Board voted unanimously to support the I-5 System Partnership grant application with the Chair writing a letter of support. Councilmember Mike Todd, Mill Creek, spoke of the active engagement of local government as well as businesses in the I-5 System Partnership and the importance of the engagement going forward.

There was consensus of the board to write a letter of support for the I-5 System Partnership grant application to be signed by PSRC Executive Director Josh Brown.

**REGIONAL ITS INVENTORY**
Due to time, this item was skipped and will be on a future meeting agenda.

**ADJOURN**
The meeting adjourned at 11:34 a.m.
TRANSPORTATION POLICY BOARD
June 13, 2019

TPB MEMBERS & ALTERNATES PRESENT

Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
Rob Berman, Seattle Metropolitan Chamber of Commerce
Martha Burke, League of Women Voters of Washington
Don Cairns, Regional Project Evaluation Committee
Councilmember John Clauson, Local Transit – Kitsap County (Alt.)
Mayor Mike Courts, Other Cities & Towns in Pierce County
Doug DeForest, Thurston Regional Planning Council
Deputy Mayor Davina Duerr, Other Cities & Towns in King County
Mayor Becky Erickson, Local Transit – Kitsap County, Chair
Anne Eskridge, University of Washington
Commissioner Robert Gelder, Kitsap County
Representative Mia Gregerson, House Transportation Committee (via remote)
Jesse Hamashima, Regional Staff Committee
Dezerae Hayes, Muckleshoot Indian Tribe (via remote)
Councilmember Mark James, Other Cities & Towns in Snohomish County
Craig Kenworthy, Puget Sound Clean Air Agency (Alt.)
Councilmember Kate Kruller, Other Cities & Towns in King County
Councilmember Peter Kwon, Other Cities & Towns in King County (via remote)
Claire Martini, Cascade Bicycle Club
Kelsey Mesher, Transportation Choices Coalition
Secretary Roger Millar, WSDOT
Councilmember Mike O’Brien, City of Seattle
Mayor Mary Lou Pauly, Other Cities & Towns in King County (Alt.)
Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency
Councilmember Doug Richardson, Pierce County
Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
Patty Rubstello, WSDOT (1st Alt.)
Councilmember Mike Todd, Local Transit – Snohomish County (Alt.)
Mayor Greg Wheeler, Metropolitan Center–Bremerton
Councilmember Stephanie Wright, Snohomish County (via remote)

TPB MEMBERS ABSENT (*alternate present)

Mayor Don Anderson, Local Transit–Pierce County
Commissioner Shiv Batra, WA State Transportation Commission
Councilmember Chris Beale, Tacoma
Commissioner Ryan Calkins, Ports
*Vicky Clarke, Cascade Bicycle Club
Jennifer Cook, AAA
*John Daniels, Jr., Muckleshoot Indian Tribe
Dan Gatchet, Freight Mobility Strategic Investment Board
TPB MEMBERS ABSENT (*alternate present) continued

Senator Steve Hobbs, Senate Transportation Committee
Jefferson Ketchel, Snohomish Health District
Councilmember Kathy Lambert, King County
Dan McKisson, ILWU Local 19
Councilmember Jay Mills, The Suquamish Tribe
Abel Pacheco, City of Seattle
Commissioner Helen Price Johnson, Island County
*Mayor Dana Ralph, Other Cities & Towns in King County, Vice Chair
Dave Ramsay, WA State Transportation Improvement Board
*Councilmember Terry Ryan, Local Transit – Snohomish County
Andrew Strobel, Puyallup Tribe of Indians

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

Ben Brackett, PSRC
Gil Cerise, PSRC
June DeVoll, Community Transit
Carolyn Downs, PSRC
Sarah Gutschow, PSRC
Peter Heffernan, King County
Kathryn Johnson, PSRC
Will Knedlik, WSGRTA
Dave Koenig, Marysville
Kelly McGourty, PSRC
Casey Moreau, PSRC
Brian Parry, Sound Cities Association
JoAnn Schueler, WSDOT
Alex Tsimerman, SUP
Lacey Jane Wolfe, City of Bellevue
IN BRIEF

Two agencies submitted two 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 STP(UL) 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**

The City of University Place is programming $765,000 of PSRC’s 2020 contingency funds to the 67th Avenue Phase II Improvements Phase 2 project. The full package of 2020 contingency awards was recommended by the board in May 2018, with a small amount within Pierce County not yet determined. In August 2018, the Pierce County Regional Council completed the recommendation with $765,000 to the University Place project. There was a delay in programming the funds into the TIP, which the sponsor is now resolving.
Federal Fund Source Descriptions

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

STP (UL) Surface Transportation Program (STP) for projects in large urbanized areas

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

Attachments:
Exhibit A
### Project(s) Proposed for Routine Amendment to 2019-2022 TIP

#### Exhibit A

**Month:** July  
**Year:** 2019

<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. Kent | **South 224th Street Phase II**  
The South 224th Street Phase II project will widen 88th Ave S and S 218th St to three lanes; replace an existing obsolete box culvert at Garrison Creek with a new fish passable arch culvert; widen shoulders, install sidewalks, street lighting, a storm drainage system; including stormwater treatment ponds |  
$5,000,000  
$7,459,964  
$12,459,964 | Total |
| 2. University Place | **67th Ave Improvements Phase 2**  
This project will provide curb, gutters, planter strips, sidewalk, bicycle lanes, street lights, upgraded signals, updated ADA facilities, and pavement overlay. The storm system will be replaced/modified as necessary. Traffic signal detection loops will be replaced with video detection. Flashing yellow protected/permissive left turn arrow signal head/indication will be added at the Cirque Drive intersection. |  
$765,000  
$135,000  
$900,000 | Total |
ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the Sound Transit Federal Way Link Extension Project

IN BRIEF

Sound Transit has submitted a request to change the status of the Federal Way Link Extension 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 Sound Transit Federal Way Link Extension 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 Federal Way Link Extension project will construct a 7.8 mile extension of Link Light Rail from Angle Lake Station in SeaTac to the Federal Way Transit Center. Operating in exclusive right-of-way, the project generally parallels I-5 on an elevated or at-grade alignment and will serve three stations including Highline College, South 272nd, and the Federal Way Transit Center. All stations will feature new parking facilities which, in total, will provide approximately 1,200 spaces.

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>Federal Way Link Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>$ 2,451,535,000</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>Benefit-cost analysis for Federal Way Link was conducted as a part of the ST3 plan, certified by the Executive Board in September 2016, with an associated benefit-cost ratio of 1.12.</td>
</tr>
<tr>
<td>Environmental Documentation</td>
<td>NEPA analysis has resulted in records of decision by FTA and FHWA in March 2017.</td>
</tr>
<tr>
<td>Other Planning Requirements</td>
<td>Sound Transit has entered into numerous agreements with partner jurisdictions and agencies, including transitway agreements with SeaTac, Des Moines, Kent, Federal Way, and I-5 airspace agreements with WSDOT.</td>
</tr>
<tr>
<td>Financial Feasibility</td>
<td>FHWA $ 13,000,000&lt;br&gt;FTA $ 20,436,954&lt;br&gt;Local Funding $ 2,418,098,046&lt;br&gt;$ 2,451,535,000</td>
</tr>
<tr>
<td>Air Quality Conformity</td>
<td>Approving this project will not change the region’s air quality conformity determination.</td>
</tr>
</tbody>
</table>

For more information, please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.
In 2003, The Puget Sound Regional Council (PSRC) established the Rural Town Centers and Corridors (RTCC) Program to assist rural communities in implementing transportation improvements. Competitive project selection processes have been conducted since 2005, and the amount for the program increased from $3.0 million to $5.0 million in 2018. The program is funded through a set-aside as part of PSRC’s project selection process for Federal Highway Administration funds, with the competition for the RTCC funds conducted the subsequent year.

The 2019 RTCC competition was conducted between March and June. The project selection committee met on June 28, 2019 and recommended the list of projects identified in Attachment A. A contingency list consisting of the remaining four projects is also recommended, should additional funds become available for this program prior to the next process.

RECOMMENDED ACTION

The Transportation Policy Board should release the list of projects recommended for $5.0 million of Rural Town Centers and Corridors Program funding as identified in Attachment A, along with the list of recommended contingency list projects, for public comment.
DISCUSSION

In March 2019, a call for projects was released by PSRC to all eligible sponsors of the RTCC program. Consistent with procedures adopted in prior processes, the solicitation and screening of project applications included a two-stage collaborative effort with PSRC and each of the four countywide organizations. In stage one, eligible projects were reviewed by each of the four countywide organizations and up to three projects were selected for stage two, which was submittal into the regional competition conducted by PSRC. Twelve projects were submitted to PSRC, however the project submitted from the City of Snoqualmie was subsequently withdrawn from the competition.

PSRC staff conducted the technical evaluation and scoring of the remaining eleven grant requests based on the established criteria for the program. All project sponsors were invited to present their projects to PSRC staff and the RTCC project selection committee, which consisted of representatives from each of the four counties plus the Washington State Department of Transportation (WSDOT). The project selection committee subsequently met on June 28, 2019 to develop a recommended list of projects to receive the $5.0 million available through the program. The committee’s recommended list of projects is identified in Attachment A, including a prioritized contingency list of the remaining four projects, should additional funding become available prior to the next process.

The public comment period on the recommended list of projects will run from July 11 to September 26, 2019. Public comments received will be provided to the Transportation Policy Board at its meeting on September 12, 2019, at which time a recommendation to the Executive Board for approval will be requested.

For additional information on the RTCC Program, please contact Ryan Thompto at (206) 464-7122 or rthompto@psrc.org.

Attachments:
A - 2019 Rural Town Centers and Corridors Program Project Recommendations and Contingency List
## Projects Recommended for Funding

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Title</th>
<th>Phase(s) Requested</th>
<th>Project Score</th>
<th>Amount Requested</th>
<th>Amount Recommended</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poulsbo</td>
<td>Poulsbo Complete Streets Plan</td>
<td>Planning</td>
<td>89</td>
<td>$215,000</td>
<td>$215,000</td>
<td>This project is a planning study that will develop a Complete Streets Plan for the City of Poulsbo. The study will focus on street and sidewalk improvements; parking supply and demand; and the conceptual design of pedestrian, parking, transit, and streetscape improvements.</td>
</tr>
<tr>
<td>Kitsap</td>
<td>SR 104 Realignment</td>
<td>Right of Way</td>
<td>87</td>
<td>$1,400,000</td>
<td>$1,400,000</td>
<td>This project will realign SR104 to move ferry traffic by adding two inbound travel lanes on NE 1st Street and remove two travel lanes on Main Street. The project will include sidewalks, ferry toll booth relocation, drainage improvements, lighting, signals, and street amenities.</td>
</tr>
<tr>
<td>Skykomish</td>
<td>US 2 Street Roundabout Design</td>
<td>Preliminary</td>
<td>77</td>
<td>$259,500</td>
<td>$259,500</td>
<td>This project will provide design and right of way to extend Viking Way 200 feet to 92nd Avenue NW. This project includes a new road with curb, gutter, planter strips, street lighting, and sidewalks.</td>
</tr>
<tr>
<td>Stanwood</td>
<td>Viking Way Phase 2</td>
<td>Engineering/Design</td>
<td>74</td>
<td>$173,000</td>
<td>$173,000</td>
<td>This project will design a three-legged roundabout with splitter islands at the intersection of 5th Street and US 2. The project will include sidewalk/sidewalks and crosswalks.</td>
</tr>
<tr>
<td>Carnation</td>
<td>Tolt Ave CBD Improvements, Eugene St to Rutherford St</td>
<td>Construction</td>
<td>71</td>
<td>$450,000</td>
<td>$450,000</td>
<td>This project constructs transportation improvements in Carnation's downtown including street re-grading and paving, widened shared-use sidewalks, curb bulbs, lighting, landscaping, and utility improvements.</td>
</tr>
<tr>
<td>Eatonville</td>
<td>SR 161/Washington Ave N. Corridor Streetscape Phase 2</td>
<td>Construction</td>
<td>70</td>
<td>$2,145,200</td>
<td>$2,145,200</td>
<td>This project will construct a six-foot wide, 1.3 mile long paved shoulder on one side of Alaska Avenue between Mile Hill Drive and Madrone Avenue.</td>
</tr>
<tr>
<td>Roy</td>
<td>Yelm Prairie Line Trail</td>
<td>Planning</td>
<td>69</td>
<td>$45,000</td>
<td>$45,000</td>
<td>This project is a planning study to examine alignments of a shared use path from downtown Roy to the Nisqually River to connect Roy to the City of Yelm.</td>
</tr>
</tbody>
</table>

**Total Funds Recommended for Funding** $4,947,200

## Projects Recommended for Contingency List (in priority order)

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Title</th>
<th>Phase</th>
<th>Project Score</th>
<th>Amount Requested</th>
<th>Contingency Amount</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Snohomish</td>
<td>Bickford &amp; Weaver Intersection Improvement Project</td>
<td>Construction</td>
<td>67</td>
<td>$735,250</td>
<td>$735,250</td>
<td>This project will provide intersection improvements at Bickford Avenue and Weaver Road. The project includes a new traffic signal, curbing, channelization, sidewalks, and drainage improvements.</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>84th St NE &amp; 163rd Ave NE Intersection Improvements</td>
<td>Construction</td>
<td>60</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>This project will provide improvements to the 84th Street NE and 163rd Avenue NE intersection. This project includes adding turn pockets, widening shoulders, and adding a new traffic signal or roundabout.</td>
</tr>
<tr>
<td>Pierce County</td>
<td>224th St E, Sidewalk Improvements</td>
<td>Construction</td>
<td>58</td>
<td>$862,000</td>
<td>$862,000</td>
<td>This project will provide sidewalks, curb, gutter, and lighting to gaps in the sidewalk network along the north side of 224th Street E.</td>
</tr>
<tr>
<td>Kitsap</td>
<td>Alaska Avenue</td>
<td>Construction</td>
<td>57</td>
<td>$1,054,913</td>
<td>$1,054,913</td>
<td>This project will construct a six-foot wide, 1.3 mile long paved shoulder on one side of Alaska Avenue between Mile Hill Drive and Madrone Avenue.</td>
</tr>
</tbody>
</table>

**Total Funds Recommended for Contingency List** $3,652,163
ACTION ITEM  

July 3, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Approval of the 2019 Adjustment of PSRC’s Federal Transit Administration Funds and Distribution of Funds to the FTA Regional Contingency List of Projects

IN BRIEF

In March of 2019, PSRC was notified of the region's final allocation for its federal fiscal year (FFY) 2019 Federal Transit Administration (FTA) funds. FTA requires that PSRC review the estimates used to program its FTA funds with the actual allocation approved by Congress on an annual basis. Due to the final allocation being higher than the original estimates used for programming the FTA funds, there is an additional $39.8 million available for distribution. A summary of the funds originally programmed and the adjustments for FFY 2019 is provided in Attachment A. The recommendation of the Transportation Operators Committee (TOC) for the adjustments, including the distribution of additional funds to projects, is contained in Attachment B.

RECOMMENDED ACTION

The Transportation Policy Board should recommend that the Executive Board approve the adjustments and $39.8 million in additional FFY 2019 FTA funds to the list of projects as shown in Attachment B.

DISCUSSION

PSRC’s 2019 FTA funds were originally distributed to projects as part of the 2016 project selection process using an estimate based on previous funding levels. FTA requires that PSRC review the estimates with the actual allocation approved by Congress on an annual basis. In March of 2019, PSRC was notified of the region’s final allocation of FFY 2019 FTA funds and the final amount is higher than originally
estimated, providing an increase of approximately $39.8 million to the region.

There are three urbanized areas (UZAs) in the region, as designated by the U.S. Census. These are the Seattle-Tacoma-Everett UZA, the Bremerton UZA and the Marysville UZA. Kitsap Transit and Community Transit are the sole transit agencies within the Bremerton and Marysville UZAs, respectively. In the Seattle-Tacoma-Everett UZA, there are multiple transit agencies, including three agencies that provide service within the UZA but are located outside of it. These include Kitsap Transit in Kitsap County, Intercity Transit in Thurston County, and Skagit Transit in Skagit County. Per adopted regional policy, these external agencies are able to access the FTA funds earned from the service they provide within the Seattle-Tacoma-Everett UZA.

In the Seattle-Tacoma-Everett UZA, approximately 86% of the FTA funds are based on the service and operating characteristics of the transit agencies providing service to the UZA. Per adopted regional policy, this portion of the funds is distributed to each transit agency based on their earnings. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density. This portion of the funds is distributed via a regional competition. Since Kitsap Transit and Community Transit are the only transit agencies operating in the Bremerton and Marysville UZAs, FTA funds within those UZAs are distributed entirely through the earned share process.

The $39.8 million in additional FFY 2019 FTA funds is the net total to the region, reflecting both increases and decreases in amounts earned by each transit agency, as well as an increase to the regional portion of funds in the Seattle-Tacoma-Everett UZA, resulting in approximately $2.9 million being recommended for distribution to projects on the FTA Regional contingency list. A summary of the changes between the estimates used for programming as part of the 2016 project selection process and the final 2019 allocation amounts is contained in Attachment A.

As part of the FFY 2019 FTA annual adjustments, two agencies seek to allocate funds to two new projects. Intercity Transit proposes to use $2,175,183 in funds for its Replacement Fixed Route Coaches project, and King County Metro proposes to use $5,731,470 in funds for its Atlantic Base Vehicle Maintenance Phase 2 Bus Lift project. Additionally, King County Metro is seeking to allocate $5,731,470 in previously unprogrammed funds from the 2018 FTA adjustments process to this project. Since these projects are new, they will be released for a public review period through the Executive Board meeting on July 25, 2019.

For additional information, please contact Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822.

Attachments:
A - Summary of PSRC’s FFY 2019 FTA Funding Adjustments
B - TOC Recommendation of FFY 2019 FTA Adjustments
## ATTACHMENT A: SUMMARY OF PSRC’S FFY 2019 FTA FUNDING ADJUSTMENTS

<table>
<thead>
<tr>
<th>Urbanized Area (UZA)</th>
<th>Original Award</th>
<th>Final Amount</th>
<th>Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bremerton</td>
<td>$3,758,610</td>
<td>$4,374,892</td>
<td>$616,282</td>
</tr>
<tr>
<td>Marysville</td>
<td>$2,180,401</td>
<td>$2,370,617</td>
<td>$190,216</td>
</tr>
<tr>
<td>Seattle-Tacoma-Everett</td>
<td>$157,198,095</td>
<td>$196,160,550</td>
<td>$38,962,455</td>
</tr>
<tr>
<td><strong>Total for all three UZAs</strong></td>
<td><strong>$163,137,106</strong></td>
<td><strong>$202,906,059</strong></td>
<td><strong>$39,768,953</strong></td>
</tr>
</tbody>
</table>

### Bremerton UZA Funding

<table>
<thead>
<tr>
<th></th>
<th>Original Award</th>
<th>Final Amount</th>
<th>Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kitsap Transit</td>
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<td>$4,348,226</td>
<td>$616,282</td>
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<tr>
<td>PSRC Planning and Programming</td>
<td>$26,666</td>
<td>$26,666</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total for Bremerton UZA</strong></td>
<td><strong>$3,758,610</strong></td>
<td><strong>$4,374,892</strong></td>
<td><strong>$616,282</strong></td>
</tr>
</tbody>
</table>

### Marysville UZA Funding

<table>
<thead>
<tr>
<th></th>
<th>Original Award</th>
<th>Final Amount</th>
<th>Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Transit</td>
<td>$2,163,734</td>
<td>$2,353,950</td>
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<tr>
<td>PSRC Planning and Programming</td>
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<tr>
<td><strong>Total for Marysville UZA</strong></td>
<td><strong>$2,180,401</strong></td>
<td><strong>$2,370,617</strong></td>
<td><strong>$190,216</strong></td>
</tr>
</tbody>
</table>

### Seattle-Tacoma-Everett (STE) UZA Funding

#### Earned Share and Preservation Set Aside Funding

<table>
<thead>
<tr>
<th></th>
<th>Original Award</th>
<th>Final Amount</th>
<th>Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Transit</td>
<td>$8,439,000</td>
<td>$10,763,514</td>
<td>$2,324,514</td>
</tr>
<tr>
<td>Everett Transit</td>
<td>$1,442,128</td>
<td>$1,431,348</td>
<td>($10,780)</td>
</tr>
<tr>
<td>Intercity Transit</td>
<td>$0</td>
<td>$2,175,183</td>
<td>$2,175,183</td>
</tr>
<tr>
<td>King County (Metro &amp; Marine)</td>
<td>$74,209,716</td>
<td>$84,488,623</td>
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<td>Kitsap Transit</td>
<td>$0</td>
<td>$458,849</td>
<td>$458,849</td>
</tr>
<tr>
<td>Pierce Transit</td>
<td>$7,969,464</td>
<td>$8,141,992</td>
<td>$172,528</td>
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<tr>
<td>PSRC Planning and Programming</td>
<td>$1,206,667</td>
<td>$1,206,667</td>
<td>$0</td>
</tr>
<tr>
<td>City of Seattle</td>
<td>$1,434,360</td>
<td>$1,426,779</td>
<td>($7,581)</td>
</tr>
<tr>
<td>Skagit Transit</td>
<td>$0</td>
<td>$335,730</td>
<td>$335,730</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>$40,123,307</td>
<td>$58,224,919</td>
<td>$18,101,612</td>
</tr>
<tr>
<td>Washington State Ferries</td>
<td>$11,551,453</td>
<td>$13,752,371</td>
<td>$2,200,918</td>
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</tbody>
</table>

#### Regional Competition & Contingency List Funding

<table>
<thead>
<tr>
<th></th>
<th>Original Award</th>
<th>Final Amount</th>
<th>Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects awarded funds through the regional FTA competition</td>
<td>$10,822,000</td>
<td>$13,754,575</td>
<td>$2,932,575</td>
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<tr>
<td><strong>Total for STE UZA</strong></td>
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<td><strong>$196,160,550</strong></td>
<td><strong>$38,962,455</strong></td>
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</tbody>
</table>

### Total of All Three UZAs for FFY 2019 FTA Adjustments

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td><strong>$163,137,106</strong></td>
<td><strong>$202,906,059</strong></td>
<td><strong>$39,768,953</strong></td>
</tr>
</tbody>
</table>
## ATTACHMENT B: TOC Recommendation of FFY 2019 FTA Adjustments by Project and Regional Contingency List Project Funding

### Bremerton UZA

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project</th>
<th>Original Award</th>
<th>Recommended Adjustment</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sound Transit</td>
<td>Passenger Only Ferry System Preventive MAINT</td>
<td>$232,583</td>
<td>-</td>
<td>-</td>
<td>$232,583</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>Bus &amp; OTR Coach Purchase</td>
<td>$3,328,500</td>
<td>-</td>
<td>-</td>
<td>$3,328,500</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>South Base</td>
<td>$270,881</td>
<td>-</td>
<td>-</td>
<td>$270,881</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>Passenger Only Ferry – Kingston – Downtown</td>
<td>-</td>
<td>$500,831</td>
<td>-</td>
<td>$500,831</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>Passenger Only Ferry Terminal Improvements</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>Regional Transportation Planning, F.Y.19-21</td>
<td>$26,665</td>
<td>-</td>
<td>-</td>
<td>$26,665</td>
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<tr>
<td>Total</td>
<td></td>
<td>$3,758,615</td>
<td>$616,282</td>
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<td>$4,374,902</td>
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### Marysville UZA

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project</th>
<th>Original Award</th>
<th>Recommended Adjustment</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Transit</td>
<td>Marysville UZA Transit Operations</td>
<td>$1,300,000</td>
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<td>$1,300,000</td>
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<tr>
<td>Community Transit</td>
<td>Preventive MAINT</td>
<td>$647,900</td>
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<tr>
<td>Transit</td>
<td>Transit Revenue Vehicles 2018-2020</td>
<td>$23,744</td>
<td>$39,949</td>
<td>-</td>
<td>$63,693</td>
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<tr>
<td>PSRC</td>
<td>Regional Transportation Planning, F.Y.19-21</td>
<td>$16,667</td>
<td>-</td>
<td>-</td>
<td>$16,667</td>
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<tr>
<td>Total</td>
<td></td>
<td>$2,160,461</td>
<td>$190,216</td>
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<td>$2,370,677</td>
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</table>

### Seattle-Tacoma-Everett UZA - Earned Share & Preservation Set Aside Funding

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project</th>
<th>Original Award</th>
<th>Recommended Adjustment</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Transit</td>
<td>Transit Revenue Vehicles 2018-2020</td>
<td>$8,439,000</td>
<td>-</td>
<td>-</td>
<td>$8,439,000</td>
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<tr>
<td>Everett Transit</td>
<td>Everett Station Preventive Maintenance</td>
<td>$64,229</td>
<td>-</td>
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<tr>
<td>Everett Transit</td>
<td>Transit Revenue Vehicles</td>
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<td>$55,313</td>
<td>-</td>
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<tr>
<td>Everett Transit</td>
<td>2019 Everett Transit Prelim Engineering &amp; Design Operations Base</td>
<td>$1,262,208</td>
<td>(18,699)</td>
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<td>$1,243,509</td>
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<tr>
<td>Everett Transit</td>
<td>2018 Everett Transit Passenger Amenities</td>
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<td>$16,326</td>
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<td>$16,326</td>
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<tr>
<td>Total</td>
<td></td>
<td>$1,442,128</td>
<td>(10,780)</td>
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<td>$1,431,348</td>
</tr>
<tr>
<td>Pierce Transit</td>
<td>Replacement Fixed Route Coaches</td>
<td>-</td>
<td>$2,175,183</td>
<td>-</td>
<td>$2,175,183</td>
</tr>
<tr>
<td>King County</td>
<td>Seattle Central Waterfront Regional Passenger-Only Ferry Terminal</td>
<td>$1,052,345</td>
<td>-</td>
<td>-</td>
<td>$1,073,157</td>
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<tr>
<td>King County</td>
<td>King County Ferry District Vessel Maintenance Project FFY 2018-2020</td>
<td>$784,153</td>
<td>(170,981)</td>
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<td>$613,172</td>
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<tr>
<td>King County</td>
<td>Online Public Replacement</td>
<td>$820,000</td>
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<td>-</td>
<td>$820,000</td>
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<tr>
<td>King County</td>
<td>Bus Replacements</td>
<td>$45,845,065</td>
<td>$5,258,367</td>
<td>-</td>
<td>$51,222,422</td>
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<tr>
<td>King County</td>
<td>Vehicle, Equipment and Facilities Maintenance 2018-2020</td>
<td>$10,127,949</td>
<td>(414,007)</td>
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<td>$9,713,942</td>
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<tr>
<td>King County</td>
<td>Atlantic Base Maintenance Building HVAC Replacement</td>
<td>$6,092,000</td>
<td>-</td>
<td>-</td>
<td>$6,092,000</td>
</tr>
<tr>
<td>King County</td>
<td>Atlantic Base Pavement Replacement</td>
<td>$9,565,282</td>
<td>-</td>
<td>-</td>
<td>$9,565,282</td>
</tr>
<tr>
<td>King County</td>
<td>Atlantic Base Vehicle Maintenance Phase 2 Bus Lift</td>
<td>$5,242,729</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Total</td>
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<td>$14,209,116</td>
<td>$10,218,087</td>
<td>-</td>
<td>$24,427,203</td>
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<tr>
<td>Kirkland Transit</td>
<td>Washington State Ferry: Kingston – Downtown Seattle</td>
<td>$500,831</td>
<td>-</td>
<td>-</td>
<td>$500,831</td>
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</tbody>
</table>

### Marysville UZA

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project</th>
<th>Original Award</th>
<th>Recommended Adjustment</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skagit Transit</td>
<td>2018-2019 Purchase of Replacement Vehicles to Support Commuter Services</td>
<td>$212,077</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Skagit Transit</td>
<td>Commuter Bus Operations 2018-2020</td>
<td>$123,653</td>
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<tr>
<td>Skagit Transit</td>
<td></td>
<td>$335,731</td>
<td>-</td>
<td>-</td>
<td>$335,731</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>Northgate Link Extension</td>
<td>$19,176,690</td>
<td>$4,234,728</td>
<td>-</td>
<td>$23,411,418</td>
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<tr>
<td>Sound Transit</td>
<td>Regional Express Program 2018-2020</td>
<td>$9,469,029</td>
<td>$1,114,489</td>
<td>-</td>
<td>$10,583,518</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>Sounder and Link State of Good Repair</td>
<td>$10,947,538</td>
<td>$7,952,615</td>
<td>-</td>
<td>$18,900,153</td>
</tr>
<tr>
<td>Sound Transit</td>
<td></td>
<td>$40,123,307</td>
<td>$18,101,612</td>
<td>-</td>
<td>$58,224,919</td>
</tr>
<tr>
<td>Washington State Ferries</td>
<td>Seattle Multimodal Terminal at Colman Dock</td>
<td>$4,345,709</td>
<td>-</td>
<td>-</td>
<td>$4,345,709</td>
</tr>
<tr>
<td>Washington State Ferries</td>
<td>Vessel Preservation and Improvement (2018-2020)</td>
<td>$7,205,744</td>
<td>-</td>
<td>-</td>
<td>$7,205,744</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$11,591,453</td>
<td>$2,200,918</td>
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<td>$13,792,371</td>
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### Seattle-Tacoma-Everett UZA - Regional Competition & Contingency List Funding

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project</th>
<th>Original Award</th>
<th>Project Recommended for Advanced Funding</th>
<th>Redistributions</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Transit</td>
<td>Swift BRT Orange Line</td>
<td>-</td>
<td>$596,485</td>
<td>-</td>
<td>$596,485</td>
</tr>
<tr>
<td>King County</td>
<td>KCM Service Expansion Battery Electric Bus Service</td>
<td>$3,232,000</td>
<td>-</td>
<td>-</td>
<td>$3,232,000</td>
</tr>
<tr>
<td>King County</td>
<td>KCM System Expansion Eighth Base</td>
<td>$567,230</td>
<td>-</td>
<td>-</td>
<td>$567,230</td>
</tr>
<tr>
<td>Pierce Transit</td>
<td>Corridor Improvements for Transit Speed &amp; Reliability</td>
<td>$1,440,000</td>
<td>-</td>
<td>-</td>
<td>$1,440,000</td>
</tr>
<tr>
<td>City of Seattle</td>
<td>Rainier Rapid Ride Corridor</td>
<td>$1,000,000</td>
<td>-</td>
<td>-</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>Regional Express Bus Program (2018-2020)</td>
<td>$896,453</td>
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<td>Sound Transit</td>
<td>Sounder Vehicle Procurement</td>
<td>$2,650,000</td>
<td>$1,449,637</td>
<td>-</td>
<td>$4,099,637</td>
</tr>
<tr>
<td>Washington State Ferries</td>
<td>SR 519/Seattle TML Slip 3 - OHT &amp; Span Expansion</td>
<td>$2,000,000</td>
<td>-</td>
<td>-</td>
<td>$2,000,000</td>
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<tr>
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<td>$10,322,086</td>
<td>$2,932,575</td>
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<td>$13,254,661</td>
</tr>
</tbody>
</table>

* All projects have been awarded the full recommended funding amounts. The total funding available for the regional competition is $163,317,106. The total funding awarded to all projects recommended for advanced funding is $157,198,095.

### Grand Total for PSRC’s FFY 2019 FTA Adjustments

<table>
<thead>
<tr>
<th>Original Award</th>
<th>Recommended Adjustments &amp; Contingency Funding</th>
<th>Final Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>$157,198,095</td>
<td>$38,962,455</td>
<td>$196,160,550</td>
</tr>
</tbody>
</table>

* The recommended adjustments and contingency funding amounts are based on the full funding amounts awarded to each project. The total funding awarded to all projects recommended for advanced funding is $157,198,095. The total funding awarded is $196,160,550.
DISCUSSION ITEM

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: Road Usage Charge Study

IN BRIEF

The Washington State Transportation Commission (WSTC) conducted a pilot project over the last year of a road usage charge system. Approximately 2,000 drivers participated in the year-long pilot. Information collected from the pilot project is being compiled and analyzed, and a report will be prepared for the Governor, State Legislature and U.S. Department of Transportation in early 2020.

Representatives from the WSTC will provide a briefing of the pilot project and next steps at the Transportation Policy Board meeting on July 11.

DISCUSSION

The current gas tax is considered an unsustainable funding source into the future, particularly given that vehicles are becoming more fuel efficient. Under a road usage charge system, drivers would pay based on how many miles they drive, rather than how much gas they consume. The WSTC conducted a pilot project to test a road usage charge as an alternate funding mechanism to pay for transportation. The pilot was funded through a federal grant.

The pilot project was launched in February 2018 and concluded in January 2019. Participants experienced a test pay-per-mile system, and made a choice among four mileage reporting options. Feedback from the participants on their experience will help the state better understand the implications and impacts of a potential system.
Data from the pilot is currently being analyzed, and a final report to decision makers will be completed in early 2020. The board will hear a briefing on the pilot project and next steps from WSTC staff.

For more information, please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.
To: Transportation Policy Board  
From: Paul Inghram, Director of Growth Management  
Subject: VISION 2050 Draft Review

IN BRIEF

PSRC is preparing a draft VISION 2050 plan for public review that is anticipated to be released in July, followed by a 60-day comment period. Staff will brief the Transportation Policy Board on the latest work preparing the draft plan and on outreach efforts.

BACKGROUND

VISION 2040 is the region’s current long-term growth strategy, addressing land use, transportation, economic prosperity, and the environment. The Transportation Policy Board was briefed in 2017 and 2018 about the preparation and scoping to update the plan and extend its time horizon to 2050.

Using the comments from the scoping process, the Growth Management Policy Board has worked to identify revisions to the plan that will keep the central Puget Sound region healthy and vibrant as it grows. VISION 2050 needs to address several fundamental issues, including: extending the plan horizon to the year 2050, addressing statutory changes, recognizing major changes to the region, and updating the plan to reflect recent regional plans and initiatives. High priority policy issues for the update include taking a fresh look at the Regional Growth Strategy and finding ways to further support greater housing affordability. There was also strong interest among the policy board and in public comments to address climate change and resiliency, social equity and displacement, the impact of transportation technology, community health, annexation, environment and open space, and better recognition of Native American tribes.
TRANSIT FOCUSED GROWTH

The Regional Growth Strategy provides numeric allocations of population and employment growth that guide the adoption of countywide targets and local comprehensive plans. In November 2018, the Growth Management Policy Board selected three Regional Growth Strategy alternatives for study and environmental review. The analysis of the three alternatives was compiled in a Draft Supplemental Environmental Impact Statement (Draft SEIS) that was released for a 60-day public comment period in February.

The majority of Draft SEIS comments regarding the three alternatives supported the Transit Focused Growth alternative, which seeks to support a large portion of future population and employment growth to locate near high capacity transit. Commenters supported the core concept of growth near transit, but also raised questions about aspects of the alternative, expressed concerns about displacement, and called for local flexibility. Given the support for the Transit Focused Growth alternative, the draft growth strategy uses it as a starting place and incorporates adjustments to address specific comments from Kitsap County, Pierce County, and Snohomish County.

In addition to the growth strategy, the Growth Management Policy Board spent numerous work sessions exploring policy areas and how to advance the region to better address housing affordability, transportation connectivity, climate change, and social equity. Policy updates continue to support the regional strategy of guiding growth to urban areas and to designated centers, while protecting and restoring environmental resources. The plan seeks to provide economic opportunities for all and increase the housing choices and affordability throughout the region. The plan supports state and regional efforts to significantly reduce greenhouse gas emissions and supports work to clean up Puget Sound and restore marine habitats.

The Growth Management Policy Board is anticipated to take action at its meeting on July 11 to direct release of the draft plan for public comment later this month.

DRAFT PLAN ENGAGEMENT

With the release of the draft plan, PSRC will be working with its members and key stakeholders to reach out to the public. Recognizing the time of the year, the engagement plan is to take advantage of summer and to do more activities that meet people where they are at and make it easier to contribute. Outreach will include a blend of traditional and innovative techniques to connect with a wide range of people from city staff and elected officials to people that otherwise wouldn’t know about PSRC or VISION 2050. More information on outreach events and ways to get involved during the 60-day comment period will be available online.

For more information, please contact Paul Inghram at (206) 464-7549 or pinghram@psrc.org.
DISCUSSION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Passenger-Only Ferry Draft Scope and Schedule

IN BRIEF

The Washington State Legislature appropriated $350,000 to PSRC to study passenger-only ferry service throughout the Puget Sound region. The study includes a review of potential routes and terminals, ridership demand, costs, and use of alternative fuels.

At its meeting on July 11, the Transportation Policy Board will be provided a briefing on PSRC’s planned approach and schedule to conduct further research and analysis of passenger-only ferry service throughout the region and complete the study by the January 31, 2021 deadline.

DISCUSSION

Currently, there are two providers of year-round passenger-only ferry service in the region -- King County Metro and Kitsap Transit. Passenger-only ferry service and ridership has been expanding in recent years. Kitsap Transit most recently started service between Kingston and downtown Seattle in 2018 and plans to provide an additional route between Southworth and downtown Seattle starting in 2020. With the success of these existing services, interest is growing in passenger-only ferries as another form of public transportation connecting to the regional transportation system.

PSRC conducted a study of passenger-only ferry service in 2008, including an analysis of market opportunities, viable routes in the near to long-term, fleets and facilities, and roles and action steps for various agencies throughout the region. Funding provided by the Washington State Legislature will update this study to reflect current conditions and the possibility of additional passenger-only ferry routes. The legislation calls for the study to encompass the twelve counties bordering Puget Sound, as well as looking at
potential passenger-only ferry routes on Lake Washington and Lake Union. The study must also provide recommendations to accelerate the electrification of the ferry fleet.

Given the broad geographic scope and the number of issues included in the study, PSRC is beginning work to identify and engage interested stakeholders. A request will be before the Executive Board at their July 25, 2019 meeting for a budget amendment and contract authority for consultant services to assist with this study.

At the July 11 meeting, the Transportation Policy Board will be provided a briefing on these steps and the agency’s proposed overall approach and schedule for accomplishing this work by the January 31, 2021 deadline.

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