Transportation Policy Board
Thursday, June 13, 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 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
6. Action Item (9:55)
   a. 2019 Delivery and Supplemental Funding Action -- Kelly McGourty & Ryan Thompto, PSRC
7. Discussion Item (10:35)
   a. I-5 System Partnership -- Patty Rubstello, WSDOT; Marc Daily, Thurston Regional Planning Council & Councilmember Mike Todd, Mill Creek
8. Discussion Item (10:55)
   a. Regional ITS Inventory -- Pavithra Parthasarathi & Gary Simonson, PSRC
9. Next Meeting: July 11, 2019, 9:30 - 11:30 a.m., PSRC Board Room
   Major Topics for July:
   -- VISION 2050
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.
MINUTES OF THE
TRANSPORTATION POLICY BOARD

May 9, 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 9:33a.m. by Mayor Becky Erickson, Chair. Chair Erickson shared that this was her first meeting as Chair.

Chair Erickson announced that Mayor Dana Ralph, City of Kent, will be serving as Vice Chair of the Transportation Policy Board (TPB).

COMMUNICATIONS AND PUBLIC COMMENT

Marguerite Richard and Alex Tsimerman provided public comment.

REPORT OF THE CHAIR

Chair Erickson welcomed the following new member:

- Councilmember Abel Pacheco, Seattle (member).

DIRECTOR’S REPORT

Kelly McGourty shared that the PSRC General Assembly is scheduled for Thursday, May 30 at the Conference Center at the Washington State Convention Center. Registration is open with the link shown on the agenda cover.

CONSENT AGENDA

a. Minutes of the Transportation Policy Board Meeting held February 14, 2019
b. Minutes of the Transportation Policy Board Meeting held April 11, 2019

ACTION: The motion was made by Councilmember Jennifer Robertson and seconded by Councilmember Bek Ashby to adopt the Consent Agenda. The motion passed.
SPECIAL NEEDS TRANSPORTATION: STATUS REPORT AND ONGOING WORK
Gil Cerise, PSRC, provided an overview of the Washington State Department of Transportation (WSDOT) Consolidated Grant Program which provides funding for special needs transportation services. Mr. Cerise explained that the TPB previously approved streamlining the PSRC portion of the consolidated grant process. Mr. Cerise briefed the board on the results from the latest funding competition, which resulted in a higher percentage of projects in the region being funded, and a greater amount of funding leveraged from WSDOT-managed sources.

Jerri Kelly, Pierce County Human Services, provided an overview of two special needs transportation programs: Mobility Management in Pierce County and Beyond the Borders. Both programs were funded in the most recent competition. Ms. Kelly shared details of each program and how they work to bring people and resources together to improve accessibility of transportation for special needs riders.

Mr. Cerise then briefed the board on the Regional Coordinated Transit-Human Services Transportation Plan. Mr. Cerise shared planned improvements for data collection and performance metrics on special needs transportation mobility trends and needs.

PASSENGER ONLY FERRIES FUTURE WORK
Mr. Cerise provided a history of passenger-only ferries in Washington State and a 2008 passenger-only ferry study conducted by PSRC. Mr. Cerise provided an overview of current Puget Sound passenger-only ferries, detailing routes, ridership and seasonal fluctuations.

Mr. Cerise shared that the legislature acted this year to provide funding to PSRC to conduct a new passenger-only ferry study. Mr. Cerise shared preliminary details on the scope and breadth of the study. PSRC will begin outreach to interested agencies and jurisdictions throughout Puget Sound, and will begin drafting the scope and schedule for consultant selection. More information will be brought to the board in the coming months.

REGIONAL TRANSPORTATION PLAN IMPLEMENTATION, 2019 WORK PROGRAM
Kelly McGourty, PSRC, briefed the board on the transportation work program for the next several years to implement the Regional Transportation Plan. Ms. McGourty highlighted current work in freight, maintenance and preservation, transit, bicycle/pedestrian, technology, the state facilities action plan, finance, climate change and resilience, PSRC funding, and performance-based planning.

ADJOURN
The meeting adjourned at 11:05 a.m.
TPB MEMBERS & ALTERNATES PRESENT

Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
Councilmember Chris Beale, Tacoma
Rob Berman, Seattle Metropolitan Chamber of Commerce
Russ Blount, Regional Project Evaluation Committee
Martha Burke, League of Women Voters of Washington
Sally Clark, University of Washington
Councilmember John Clauson, Local Transit – Kitsap County (Alt.)
Jennifer Cook, AAA Washington (via remote)
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
Dan Gatchet, Freight Mobility Strategic Investment Board
Councilmember Mark James, Other Cities & Towns in Snohomish County
Craig Kenworthy, Puget Sound Clean Air Agency (Alt.)
Kelsey Mesher, Transportation Choices Coalition
Secretary Roger Millar, WSDOT
Abel Pacheco, City of Seattle
Mayor Mary Lou Pauly, Other Cities & Towns in King County (Alt.)
Mayor Dana Ralph, Other Cities & Towns in King County, Vice Chair
Councilmember Doug Richardson, Pierce County
Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
Patty Rubstello, WSDOT (1st Alt.)
Andrew Strobel, Puyallup Tribe of Indians
Councilmember Mike Todd, Local Transit – Snohomish County (Alt.)
Mayor Greg Wheeler, Metropolitan Center–Bremerton (via remote)

TPB MEMBERS ABSENT (*alternate present)

Mayor Don Anderson, Local Transit-Pierce County
Councilmember Claudia Balducci, King County
Commissioner Shiv Batra, WA State Transportation Commission
*Don Cairns, Regional Project Evaluation Committee
Commissioner Ryan Calkins, Ports
Vicky Clarke, Cascade Bicycle Club
John Daniels, Jr., Muckleshoot Indian Tribe
*Anne Eskridge, University of Washington
Commissioner Robert Gelder, Kitsap County
Representative Mia Gregerson, House Transportation Committee
Jesse Hamashima, Regional Staff Committee
Senator Steve Hobbs, Senate Transportation Committee
**TPB MEMBERS ABSENT (*alternate present) continued**

Jefferson Ketchel, Snohomish Health District
*Councilmember Kate Kruller, Other Cities & Towns in King County
Councilmember Kathy Lambert, King County
Councilmember Joe McDermott, Local Transit–King County
Dan Mc Kisson, ILWU Local 19
Councilmember Jay Mills, The Suquamish Tribe
Councilmember Mike O’Brien, City of Seattle
Commissioner Helen Price Johnson, Island County
Dave Ramsay, WA State Transportation Improvement Board
*Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency
*Councilmember Terry Ryan, Local Transit – Snohomish County
Councilmember Stephanie Wright, Snohomish County

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

Noah An, City of Seattle
Ben Brackett, PSRC
Gil Cerise, PSRC
April Delchamps, City of Kent
June DeVoll, Community Transit
Carolyn Downs, PSRC
Sarah Gutschow, PSRC
Peter Heffernan, King County
Kathryn Johnson, PSRC
Catherine Kato, PSRC
Jerri Kelly, Pierce County Human Services
Jean Kim, PSRC
Kelly McGourty, PSRC
Casey Moreau, PSRC
Brian Parry, Sound Cities Association
Marguerite Richard, Black Action Network Seattle Poverty Action Network
Alex Tsimerman, SUP
Lacey Jane Wolfe, City of Bellevue
CONSENT AGENDA

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 three projects this month for routine amendment into the Regional TIP. These projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various processes, such as 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.
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
### Project(s) Proposed for Routine Amendment to 2019-2022 TIP

**Exhibit A**

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title and Work Description</th>
<th>Funding</th>
<th>PSRC Action Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Tacoma</strong></td>
<td>6th Avenue Pedestrian Crossing Safety Improvements &lt;br&gt;New project adding preliminary engineering, right of way, and construction funds to upgrade existing traffic signal heads and signal phasing, install accessible pedestrian countdown signals and push buttons, adjust traffic signal timing, and install curb bulbs and pedestrian median islands.</td>
<td>$401,500 Federal HSIP &lt;br&gt;$2,613,100 Local &lt;br&gt;$3,014,600 Total</td>
<td>☐ ✔ ☐ ☐</td>
</tr>
<tr>
<td><strong>2. WSDOT Northwest Region</strong></td>
<td>SR 531/43rd Ave NE to 67th Ave NE - Widening &lt;br&gt;New project adding preliminary engineering and right of way funds to widen the SR 531 corridor between 43rd Ave NE and 67th Ave NE, including intersection and pedestrian improvements.</td>
<td>$12,000,000 Connecting Washington &lt;br&gt;$12,000,000 Total</td>
<td>☐ ✔ ☐ ☐</td>
</tr>
<tr>
<td><strong>3. WSDOT Olympic Region</strong></td>
<td>SR 16/Blackjack Creek - Remove Fish Barriers &lt;br&gt;New project adding preliminary engineering and right of way funds to replace existing drainage structure with a fish passable structure to eliminate restriction to fish passage</td>
<td>$1,277,570 Federal NHPP &lt;br&gt;$53,407 State &lt;br&gt;$1,330,977 Total</td>
<td>☐ ✔ ☐ ☐</td>
</tr>
</tbody>
</table>
CONSENT AGENDA

June 6, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Certification of the Arlington-Marysville Manufacturing/Industrial Center Subarea Plan

IN BRIEF

Consistent with PSRC’s adopted plan review process, PSRC staff reviewed and recommends certification of the Arlington-Marysville Manufacturing/Industrial Center subarea plan. The cities of Arlington and Marysville have submitted a designation application for the industrial center, which is currently under review by the Growth Management Policy Board and Executive Board. Adoption of a subarea plan is a requirement for new center designation.

RECOMMENDED ACTION

The Transportation Policy Board should:

Recommend that the Executive Board certify that the Arlington-Marysville Manufacturing/Industrial Center subarea plan addresses planning expectations for regional manufacturing/industrial centers.

The Arlington-Marysville MIC Subarea Plan certification report is available here.

DISCUSSION

A major emphasis of the Washington State Growth Management Act (GMA) is the need to coordinate local, regional, and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council (PSRC) have worked together to develop an overall process for reviewing local, countywide, regional, and transit agency policies and plans for compatibility and consistency.
The **Regional Centers Framework Update** clarified planning expectations for existing and new regional centers. The **designation procedures for new centers** requires designation applications to include an adopted subarea plan, to meet center eligibility requirements. As a result, plan certification now happens concurrent with center designation process.

VISION 2040, the Regional Transportation Plan, and the Adopted Policy and Plan Review Process call for PSRC to review and certify subarea planning efforts of jurisdictions with designated regional centers. VISION 2040 includes an action (DP-Action-17, p. 98) for jurisdictions with regional growth centers and/or manufacturing/industrial centers to develop subarea plans for those centers.\(^1\) This expectation has been in place since the PSRC Executive Board adopted its Plan Review Process in 2003. Review of center subarea plans provides an opportunity to coordinate and share information related to local and regional planning.

The cities of Arlington and Marysville adopted the Arlington-Marysville Manufacturing/Industrial Center (MIC) Subarea Plan in January 2019. The MIC consists of 4,019 acres, approximately 57 percent in Arlington and 43 percent in Marysville. The MIC largely contains manufacturing, warehousing, and transportation and utilities jobs (nearly 8,000 jobs exist today). The cities conducted a market study in 2016 and are jointly planning for 20,000 jobs by 2040.

PSRC staff reviewed the subarea plan and finds that it addresses the planning expectations for regional manufacturing/industrial centers. PSRC staff coordinated with city staff in the review of the Plan Review and Certification Reports. The newly adopted Regional Centers Framework (2018) calls for review of centers and center planning again in 2025, and PSRC may provide additional comments or guidance for center planning as part of that work.

For more information, please contact Andrea Harris-Long at (206) 464-6179 or aharrislong@psrc.org or Erika Harris at (206) 464-6360 or eharris@psrc.org.

\(^1\) The specific requirements for center planning are provided in PSRC’s Plan Review Manual, and the process is also described in VISION 2040, Part IV: Implementation. Certification of the jurisdiction’s comprehensive plan for consistency with the regional transportation plan, regionally established guidelines and policies, and Growth Management Act requirements for transportation planning is completed through a separate board action.
ACTION ITEM

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: 2019 Delivery and Supplemental Funding Action

IN BRIEF

In April 2019, the Transportation Policy Board was provided a briefing on the ongoing work to achieve the required annual delivery of PSRC’s Federal Highway Administration (FHWA) funds. The briefing included background information on the broader PSRC project tracking program, as well as work to update the policies and procedures that guide this work.

At its June 13, 2019 meeting, the Transportation Policy Board will be asked to make a recommendation to the Executive Board on these updated policies and procedures for achieving PSRC’s annual delivery targets into the future, as well as a supplemental funding action necessary to meet the 2019 target. The board will also be asked to consider a related funding request by the City of Port Orchard.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board approval of the following:

- The revised policies and procedures for achieving PSRC’s annual FHWA delivery targets, as identified in Attachment 1; and
- A supplemental funding action to award PSRC’s FHWA funds to the list of projects as identified in Attachments 4 and 5. The board is asked to consider the request by the City of Port Orchard, to either amend or supplement these attachments.
DISCUSSION

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 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 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.

To recognize the increased emphasis on project delivery, the current project tracking policies 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 include procedures for soliciting immediately ready to go projects if necessary in any given year. The 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.

Over the last six months, staff has been working closely with the Regional Project Evaluation Committee (RPEC) 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. This included creation of a Project Delivery Working Group in December 2018, to discuss both achieving the current year’s target as well as developing strategies to streamline the process for the future. Each and every project with PSRC’s FHWA funds has been reviewed to determine which projects are able to proceed in 2019, with extensive coordination and cooperation with project sponsors. However, in order to achieve our region’s 2019 delivery target, a supplemental funding action will be required.

At its meeting on May 24, 2019, RPEC prepared a recommendation that would revise the policies and procedures for achieving annual delivery targets and pursuing supplemental funding actions, based on current conditions and changes that have occurred over the last several years. This revision is included as Attachment 1, and includes the prioritized strategies listed below that would be implemented when there are not enough projects able to deliver in a given year, and additional measures need to be taken in order to meet the required annual delivery target. Strategies 1 and 2 work with projects that have already been awarded PSRC funds and can help the region meet the target with no overall increase to funding. When these strategies are exhausted, Strategies 3 through 5 would be implemented as necessary, to award new funds to immediately ready to go projects.

1. Advance projects from later years
2. Exchange federal funds for local funds between phases or stages of a single project, or between projects within the same agency
3. Fund immediately ready to go projects from the current adopted contingency lists
4. Increase the federal share of awarded projects
5. Solicit new immediately ready to go projects

As indicated above, to meet the region’s 2019 delivery target, a supplemental funding action will be required. Of the projects originally programmed to deliver in 2019, 23 projects representing over $33 million requested and received a six-month extension; those projects are available on PSRC’s website at: https://www.psrc.org/sites/default/files/tip201905approved2019extensions.pdf. In addition, the final 2019 federal allocation was a higher amount than originally estimated, and several projects were canceled or returned funds through the project tracking program. These factors resulted in a significant gap to meeting the 2019 target.

Over the last several months, staff has worked through each of the proposed prioritized strategies identified above, and Attachments 2 through 5 of this memo identify the projects under each that are necessary to meet the target. Attachments 4 and 5 represent the immediately ready to go projects recommended by RPEC for which a supplemental funding action is required:

- Attachment 4 contains the immediately ready to go projects recommended from the contingency lists adopted as part of the 2018 project selection process; the original contingency lists are also provided as background information
- Attachment 5 identifies the projects that will be delivered in 2019 with previously awarded PSRC funds that are recommended to receive an increase in the federal amount

At the May 24 RPEC meeting, the City of Port Orchard requested consideration of a funding request that is outside the specific recommendation prepared by RPEC as represented by Attachments 1 through 5. This request was to provide a funding increase to the Tremont Street Widening Project in the amount of $1.3 million. This increase reflects the cost to complete construction of the project above the expended local contingency funds. The City provided background information on the project and the challenges that resulted in the change orders and cost increases, and noted that the award would assist the region in meeting the 2019 delivery target as they could utilize the funds immediately. Attachments 6 and 7 provide additional information on this request, and the Mayor of Port Orchard will be available at the June 13 Transportation Policy Board meeting to provide an overview and answer any questions. At the May 24 meeting, RPEC did not make a recommendation on this request. They felt this was a policy discussion best held at the board level.

The Transportation Policy Board will be asked at its June 13 meeting to recommend an action by the Executive Board to approve the updated policies and procedures for achieving annual delivery as described in Attachment 1; in addition, the board will be asked to recommend a supplemental funding action to meet the 2019 delivery target, for
the projects identified in Attachments 4 and 5. The board will also be briefed on next steps and the continued work of the Project Delivery Working Group.

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

Attachments:
1-Delivery Policies and Procedures
2-Advancing Projects
3-Exchanged Projects
4a-Contingency Recommendation
4b-Original Contingency Lists
5-Increased Federal Awards
6-Port Orchard PSRC Funding Request Memo 2019
7-Port Orchard PSRC Funding Request Letter 2019
REGIONAL PROJECT EVALUATION COMMITTEE RECOMMENDED POLICIES FOR ACHIEVING ANNUAL DELIVERY TARGETS

The following procedures will apply when there are not enough projects able to deliver in a given year, and additional measures need to be taken in order to meet the required annual delivery target for PSRC’s FHWA funds.

The overarching guiding principles are to work within the established procedures for project selection and project tracking, to the extent feasible. This means:

- Achieving delivery with a neutral impact on overall PSRC funds is preferred (i.e., no net change to funding totals in the Transportation Improvement Program [TIP]); and
- Adhering to existing policies and procedures to the extent possible, including geographic equity principles and respect for the original project selection process in terms of how awards were granted and prioritized contingency lists adopted.

Due to obligation deadline extensions, returned funds or other circumstances, if there is not enough remaining programming in a given year to achieve the delivery target, the recommended process is as follows, in priority order:

1. **Advance projects from later years of the TIP**
   - Sponsors of projects with PSRC’s FHWA funds in the later years of the TIP will be asked if they are willing and able to advance to the current year and obligate by the deadline. PSRC will review project milestones to confirm the feasibility of this advancement.

2. **Exchange federal funds for local or state funds between phases or stages of a single project, or between projects within the same agency**
   - If there are not enough projects able to advance to the current year to meet the delivery target, sponsors of projects with PSRC’s FHWA funds in both the current year and later years of the TIP will be asked if they are willing and able to perform an exchange between federal and local funds, with the goal of obligating more federal funds in the current year but keeping all projects whole with the exchange. PSRC will review project milestones and budgets to confirm the feasibility of this exchange, and also to ensure this is a viable option that will:
     - help with delivery
     - do no harm to either the donor or receiving project(s), and
     - remain consistent with the project scopes and schedules as originally awarded
   - Projects that exchange federal funds for local funds will still be subject to PSRC’s project tracking policies (i.e., progress reporting and monitoring) and will not be allowed to reapply for PSRC funding for that phase. In addition, monitoring will occur of any changes or cancellations to any de-federalized projects, for future review and discussion.

3. **Fund immediately ready to go projects from the current adopted contingency lists**
If Strategies 1 and 2 above do not result in enough existing projects able to meet the annual delivery target, PSRC will survey sponsors of every project on the adopted contingency lists for the ability to obligate by mid-July of the current year, to meet the state’s August 1st deadline. PSRC will review every project’s milestones to confirm the feasibility of obligating by the deadline.

As feasible, PSRC will apply geographic equity and equity by recommending forum:

- if more projects are available to obligate than necessary to meet the delivery target, the standard 50/50 split among forums will be applied, and projects will be selected in rank order
- if all available, immediately ready to go projects are needed to meet the delivery target, then geographic equity will simply be incorporated into the standard analysis over time

4. Increase the federal share of awarded projects

- If there remains a gap to meeting the delivery target after Strategies 1 through 3 have been implemented, then all projects that are able to deliver in the current year will be eligible for an increase to the existing federal award amount. The amount will be determined based on the remaining delivery gap, by funding source.
  - 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 year will be reviewed.
  - The RPEC recommendation includes a provision that projects participating in Strategy 2 that achieve the maximum federal share due to the exchange may select a project from the previous year to apply the increase, in the amount that would otherwise have been eligible.

5. Award new funds to new projects, outside of the standard PSRC project selection process

- If the implementation of Strategies 1 through 4 above are still not enough to meet the current year’s delivery target, PSRC will solicit new projects for a supplemental funding action that are able to readily accept federal funds for immediate use. The likely types of projects will be those that are ongoing in nature, such as bus purchases, transportation demand management activities, maintenance and preservation, or projects that are more operational in nature. Another category may be very large capital construction projects that have other federal funds and can easily absorb additional federal funds.
  - Given the short turnaround times for this exercise, PSRC staff would identify a small number of likely candidates and reach out to potential sponsors for immediate delivery, with input from the chairs of the Regional Project Evaluation Committee and the four countywide forums.
## 2019 ANNUAL DELIVERY TARGET
### STRATEGY 1: 2020-2022 PROJECTS THAT CAN ADVANCE TO 2019

<table>
<thead>
<tr>
<th>TIP ID</th>
<th>Sponsor</th>
<th>Title</th>
<th>Phase</th>
<th>Source</th>
<th>Current Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOTH-53</td>
<td>Bothell</td>
<td>Bothell Way Widening from 240th ST SE to Reder Way</td>
<td>PE</td>
<td>STP</td>
<td>2022</td>
<td>$2,870,000</td>
</tr>
<tr>
<td>BRE-23</td>
<td>Bremerton</td>
<td>Washington &amp; 11th Improvements</td>
<td>PE</td>
<td>STP</td>
<td>2021</td>
<td>$497,375</td>
</tr>
<tr>
<td>MET-213</td>
<td>King County</td>
<td>Regional Park-and-Ride Access Improvements</td>
<td>CN</td>
<td>CMAQ</td>
<td>2020</td>
<td>$515,000</td>
</tr>
<tr>
<td>KTCO-55</td>
<td>Kitsap County</td>
<td>Ridgetop - Mickelberry to Myhre</td>
<td>PE</td>
<td>STP</td>
<td>2021</td>
<td>$2,160,000</td>
</tr>
<tr>
<td>KT-60</td>
<td>Kitsap Transit</td>
<td>Gateway Bus Storage Facility and Park and Ride</td>
<td>PE</td>
<td>STP</td>
<td>2021</td>
<td>$720,000</td>
</tr>
<tr>
<td>PCO-173</td>
<td>Pierce County</td>
<td>8 Avenue East - 336 Street East to 288 Street E</td>
<td>PE</td>
<td>STP</td>
<td>2021</td>
<td>$177,000</td>
</tr>
<tr>
<td>RTA-100</td>
<td>Sound Transit</td>
<td>I-405 Bus Rapid Transit</td>
<td>PE</td>
<td>STP</td>
<td>2022</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>RTA-4b</td>
<td>Sound Transit</td>
<td>Commuter Rail Project: Seattle to Lakewood</td>
<td>PE</td>
<td>CMAQ</td>
<td>2021</td>
<td>$5,800,000</td>
</tr>
<tr>
<td>RTA-82</td>
<td>Sound Transit</td>
<td>Federal Way Link Extension</td>
<td>CN</td>
<td>CMAQ</td>
<td>2020</td>
<td>$8,490,506</td>
</tr>
<tr>
<td>UVP-24</td>
<td>University Place</td>
<td>67th Ave Improvements Project</td>
<td>PE</td>
<td>STP</td>
<td>2020</td>
<td>$259,500</td>
</tr>
<tr>
<td>UVP-25</td>
<td>University Place</td>
<td>35th Street Improvements</td>
<td>PE</td>
<td>STP</td>
<td>2020</td>
<td>$255,000</td>
</tr>
<tr>
<td>UVP-32</td>
<td>University Place</td>
<td>Lakewood Dr Overlay</td>
<td>PE</td>
<td>STP</td>
<td>2021</td>
<td>$69,200</td>
</tr>
<tr>
<td>FW-34</td>
<td>Federal Way</td>
<td>SW 356th Street Preservation</td>
<td>PE</td>
<td>STP</td>
<td>2021</td>
<td>$59,000</td>
</tr>
<tr>
<td>FW-35</td>
<td>Federal Way</td>
<td>Adaptive Traffic Control System Phase III</td>
<td>PE</td>
<td>CMAQ</td>
<td>2022</td>
<td>$170,000</td>
</tr>
<tr>
<td>FW-36</td>
<td>Federal Way</td>
<td>Pacific Highway Nonmotorized Corridor</td>
<td>PE</td>
<td>STP</td>
<td>2021</td>
<td>$550,000</td>
</tr>
<tr>
<td>PSRC-21</td>
<td>PSRC</td>
<td>Regional Transportation Planning and Programming, FY19-21</td>
<td>PLN</td>
<td>STP</td>
<td>2020</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>KGCO-150</td>
<td>King County</td>
<td>218th Ave SE Reconstruction</td>
<td>PE</td>
<td>STP</td>
<td>2020</td>
<td>$759,337</td>
</tr>
<tr>
<td>REN-43</td>
<td>Renton</td>
<td>South 2nd Street Conversion Project</td>
<td>PE</td>
<td>STP</td>
<td>2021</td>
<td>$1,200,000</td>
</tr>
</tbody>
</table>

**STP** = Federal Highway Administration Surface Transportation Block Grant Program

**CMAQ** = Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program

**PROJECTS THAT PREVIOUSLY ADVANCED INTO 2019**

<table>
<thead>
<tr>
<th>TIP ID</th>
<th>Sponsor</th>
<th>Title</th>
<th>Phase</th>
<th>Source</th>
<th>Current Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRE-24</td>
<td>Bremerton</td>
<td>6th Street Preservation Phase 2</td>
<td>PE</td>
<td>STP</td>
<td>2020</td>
<td>$107,158</td>
</tr>
<tr>
<td>SUM-20</td>
<td>Sumner</td>
<td>SR 410/Traffic Avenue Interchange Improvements</td>
<td>CN</td>
<td>STP</td>
<td>2021</td>
<td>$4,706,006</td>
</tr>
<tr>
<td>SUM-21</td>
<td>Sumner</td>
<td>Main Street and Wood Avenue Intersection Improvements</td>
<td>PE</td>
<td>STP</td>
<td>2021</td>
<td>$180,000</td>
</tr>
</tbody>
</table>

**STP TOTAL** $16,319,756

**CMAQ TOTAL** $18,275,506

**GRAND TOTAL** $34,595,082
### 2019 ANNUAL DELIVERY TARGET

**STRATEGY 2: PROJECTS EXCHANGING LOCAL FUNDS FOR FEDERAL FUNDS**

<table>
<thead>
<tr>
<th>Exchange</th>
<th>Sponsor</th>
<th>Project Title</th>
<th>Phase</th>
<th>Source</th>
<th>Year</th>
<th>Original Amount</th>
<th>Exchanged Amount</th>
<th>Total STP Moved to 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>STP</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>STP</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td><strong>Receiver</strong></td>
<td><strong>Auburn</strong></td>
<td><strong>A Street SE Preservation</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2019</td>
<td>$782,440</td>
<td>$1,005,481</td>
<td>$1,232,440</td>
</tr>
<tr>
<td><strong>Donor</strong></td>
<td><strong>Auburn</strong></td>
<td><strong>Auburn Way N Preservation Phase 2</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2020</td>
<td>$889,720</td>
<td>$618,280</td>
<td>$439,720</td>
</tr>
<tr>
<td><strong>Receiver</strong></td>
<td><strong>Everett</strong></td>
<td><strong>Grand Avenue Park Pedestrian Bridge</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2018</td>
<td>$940,000</td>
<td>$10,900,000</td>
<td>$2,064,000</td>
</tr>
<tr>
<td><strong>Donor</strong></td>
<td><strong>Everett</strong></td>
<td><strong>Everett Overlay</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2020</td>
<td>$624,000</td>
<td>$1,125,000</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Donor</strong></td>
<td><strong>Everett</strong></td>
<td><strong>Everett Overlay</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2022</td>
<td>$500,000</td>
<td>$370,000</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Receiver</strong></td>
<td><strong>Kitsap County</strong></td>
<td><strong>Ridgetop Boulevard, Phase 2</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2019</td>
<td>$1,188,000</td>
<td>$2,772,459</td>
<td>$3,059,000</td>
</tr>
<tr>
<td><strong>Donor</strong></td>
<td><strong>Kitsap County</strong></td>
<td><strong>Silverdale Way Preservation</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2020</td>
<td>$930,000</td>
<td>$265,000</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Donor</strong></td>
<td><strong>Kitsap County</strong></td>
<td><strong>Seabeck Highway, Phase 2</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2020</td>
<td>$941,000</td>
<td>$604,822</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Receiver</strong></td>
<td><strong>Snohomish County</strong></td>
<td><strong>35th Ave. SE, 180th St SE to 152nd St SE, Phase 1</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2018</td>
<td>$3,089,260</td>
<td>$5,420,740</td>
<td>$5,089,260</td>
</tr>
<tr>
<td><strong>Donor</strong></td>
<td><strong>Snohomish County</strong></td>
<td><strong>35th Ave SE Phase 11, SR 524 to 180th St SE, Phase 2</strong></td>
<td>Construction</td>
<td>STP</td>
<td>2021</td>
<td>$2,000,000</td>
<td>$8,167,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total:** $5,445,000

"STP" = Federal Highway Administration Surface Transportation Block Grant Program

Attachment: 3-Exchanged Projects (2595 - 2019 Delivery and Supplemental Funding Action)
<table>
<thead>
<tr>
<th>Forum</th>
<th>Agency</th>
<th>Project Title</th>
<th>Phase(s)</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional</td>
<td>Seattle</td>
<td>East Marginal Way Reconstruction</td>
<td>PE/Design</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>King County</td>
<td>Auburn</td>
<td>Auburn Way S (SR-164) - Hemlock to Poplar</td>
<td>PE/Design</td>
<td>$1,297,500</td>
</tr>
<tr>
<td>King County</td>
<td>Bothell</td>
<td>Beardslee Blvd Widening (Campus to I-405)</td>
<td>PE/Design</td>
<td>$654,000</td>
</tr>
<tr>
<td>King County</td>
<td>Covington</td>
<td>SR 516 - 185th Place SE to 192nd Avenue SE</td>
<td>PE/Design</td>
<td>$1,123,635</td>
</tr>
<tr>
<td>King County</td>
<td>Federal Way</td>
<td>Adaptive Traffic Control System Phase III</td>
<td>Construction</td>
<td>$510,000</td>
</tr>
<tr>
<td>King County</td>
<td>King County Marine</td>
<td>West Seattle Water Taxi Mobility Hub</td>
<td>PE/Design</td>
<td>$1,435,900</td>
</tr>
<tr>
<td>King County</td>
<td>Kent</td>
<td>Meet Me on Meeker West</td>
<td>PE/Design</td>
<td>$235,280</td>
</tr>
<tr>
<td>King County</td>
<td>Renton</td>
<td>The Renton Connector</td>
<td>PE/Design</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>King County</td>
<td>Shoreline</td>
<td>148th Street Pedestrian and Bicycle Bridge</td>
<td>PE/Design</td>
<td>$2,055,000</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>Kitsap Transit</td>
<td>SR 16 Park &amp; Ride</td>
<td>PE/Design</td>
<td>$889,285</td>
</tr>
<tr>
<td>Pierce County</td>
<td>Puyallup</td>
<td>Shaw Road, 12th to 23rd Widening</td>
<td>Planning</td>
<td>$614,000</td>
</tr>
<tr>
<td>Pierce County</td>
<td>Sumner</td>
<td>Sumner-Tapps Highway Resurfacing Phase 1</td>
<td>PE/Design</td>
<td>$74,000</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>Bothell</td>
<td>228th St SE from 35th</td>
<td>PE/Design</td>
<td>$617,490</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>Arlington</td>
<td>Smokey Point Blvd Corridor</td>
<td>PE/Design</td>
<td>$959,788</td>
</tr>
</tbody>
</table>

**TOTAL:** $15,965,878

* Note: recommended projects are only for funds from the Federal Highway Administration Surface Transportation Block Grant Program (STP), due to the delivery needs for that funding source.
## 2018 Contingency Lists
### Identification of 2019 Immediately Ready to Go Projects
*(Note: only STP funding is required to meet the 2019 delivery target gap)*

### Original Recommended Regional Prioritized Contingency List

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Title</th>
<th>Phase(s)</th>
<th>Score</th>
<th>Balance to Remain on Contingency List</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td><strong>I-405 Bus Rapid Transit, Lynnwood to Bellevue Section</strong></td>
<td>Other</td>
<td>71</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>King County</td>
<td><strong>Transportation Demand Management to Support Centers and Regional Service Investments</strong></td>
<td>PE/Design &amp; Other</td>
<td>58</td>
<td>$546,500</td>
</tr>
<tr>
<td>Seattle</td>
<td><strong>Madison Corridor Bus Rapid Transit</strong></td>
<td>Construction</td>
<td>55</td>
<td>$5,285,000</td>
</tr>
<tr>
<td>King County</td>
<td><strong>King County Metro First/Last Mile Connections to Transit Service Program</strong></td>
<td>PE/Design &amp; Other</td>
<td>49</td>
<td>$2,821,566</td>
</tr>
<tr>
<td>Tacoma</td>
<td><strong>Hilltop Tacoma Complete Streets/TDM (LINKS to Opportunity) Phase 1</strong></td>
<td>Construction</td>
<td>48</td>
<td>$6,991,649</td>
</tr>
<tr>
<td>Seattle</td>
<td><strong>Bus Rapid Transit Signal Equipment, Phase 1</strong></td>
<td>Other</td>
<td>44</td>
<td>$6,215,000</td>
</tr>
<tr>
<td>Tacoma</td>
<td><strong>Prairie Line Trail Phase II</strong></td>
<td>Construction</td>
<td>42</td>
<td>$6,220,800</td>
</tr>
<tr>
<td>STP</td>
<td><strong>I-5 / Port of Tacoma Road Interchange Improvements</strong></td>
<td>Construction</td>
<td>70</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Pierce County</td>
<td><strong>Canyon Road East Freight Corridor Improvements</strong></td>
<td>Right of Way</td>
<td>67</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>Renton</td>
<td><strong>South 2nd Street Conversion Project</strong></td>
<td>PE/Design</td>
<td>65</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>Bothell</td>
<td><strong>Boothill-Everett Hwy/Boothill Way NE Widening from 240th St SE to Reder Way</strong></td>
<td>PE/Design</td>
<td>63</td>
<td>$3,027,500</td>
</tr>
<tr>
<td>Kitsap County</td>
<td><strong>Ridgetop - Mickelberry to Myhre</strong></td>
<td>PE/Design</td>
<td>63</td>
<td>$2,162,000</td>
</tr>
<tr>
<td>Seattle</td>
<td><strong>East Marginal Way Reconstruction</strong></td>
<td>PE/Design</td>
<td>62</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>Tukwila</td>
<td><strong>Strander Blvd/SW 27th St Extension</strong></td>
<td>Construction</td>
<td>62</td>
<td>$4,760,000</td>
</tr>
<tr>
<td>WSDOT</td>
<td><strong>SeaTac Access SR 509 Stage 1 from I-5 to 28th/24th</strong></td>
<td>Construction</td>
<td>55</td>
<td>$4,500,000</td>
</tr>
<tr>
<td>Snohomish County</td>
<td><strong>North Creek Regional Trail - Bothell to Mill Creek</strong></td>
<td>Construction</td>
<td>53</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Shoreline</td>
<td><strong>SR 523 (N/NE 145th Street) &amp; I-5 Interchange</strong></td>
<td>Construction</td>
<td>49</td>
<td>$4,760,000</td>
</tr>
<tr>
<td>Bellevue</td>
<td><strong>Downtown Bellevue Exceptional Intermodal Connections</strong></td>
<td>Construction</td>
<td>48</td>
<td>$2,900,000</td>
</tr>
<tr>
<td>County</td>
<td>Project Description</td>
<td>Type</td>
<td>Project No.</td>
<td>Cost</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------------------------------------</td>
<td>---------------------------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>King County</td>
<td>ERC Trail NE 8th Street Crossing</td>
<td>Construction</td>
<td>46</td>
<td>$4,760,000</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>Alderwood Mall Parkway – 164th St SW to SR 525</td>
<td>Right of Way</td>
<td>45</td>
<td>$1,730,000</td>
</tr>
<tr>
<td>Kitsap Transit</td>
<td>SR 104 and Bond Rd. Park and Ride</td>
<td>PE/Design &amp; Construction</td>
<td>34</td>
<td>$4,600,000</td>
</tr>
<tr>
<td>Everett</td>
<td>I-5 &amp; US 2 Interchange Justification Planning Study</td>
<td>Planning</td>
<td>27</td>
<td>$2,000,000</td>
</tr>
</tbody>
</table>
### 2018 CONTINGENCY LISTS

**IDENTIFICATION OF 2019 IMMEDIATELY READY TO GO PROJECTS**

*(Note: only STP funding is required to meet the 2019 delivery target gap)*

#### ORIGINAL KING COUNTY PRIORITIZED CONTINGENCY LIST

Note: Some projects requested to be scored under both CMAQ and STP, resulting in two distinct scores. As such, the contingency projects below are shown in alphabetical order by sponsor; should additional funding become available, projects will be prioritized and evaluated based on the available amounts by source.

#### LARGE JURISDICTION PROGRAM

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Title</th>
<th>STP/PE/Design</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>STP Score (out of 100)</th>
<th>CMAQ Score (out of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn</td>
<td>Auburn Way S (SR-164) - Hemlock to Poplar</td>
<td>STP</td>
<td>$2,595,000</td>
<td>54</td>
<td>n/a</td>
<td>54</td>
<td>PE/Design &amp; Right of Way PE only, $1,297,500</td>
</tr>
<tr>
<td>Bellevue*</td>
<td>130th Ave NE - BelRed Center</td>
<td>CMAQ</td>
<td>$4,760,000</td>
<td>64</td>
<td>47</td>
<td></td>
<td>Construction</td>
</tr>
<tr>
<td>Bellevue</td>
<td>Downtown Bellevue Exceptional Intermodal Connections</td>
<td>CMAQ</td>
<td>$2,900,000</td>
<td>62</td>
<td>42</td>
<td></td>
<td>Construction</td>
</tr>
<tr>
<td>Bellevue*</td>
<td>Mountains to Sound Greenway Trail: 132nd Avenue SE to 142 Avenue SE</td>
<td>CMAQ</td>
<td>$2,034,970</td>
<td>59</td>
<td>44</td>
<td></td>
<td>Construction</td>
</tr>
<tr>
<td>Bothell</td>
<td>Beardslee Blvd Widening (Campus to I-405)</td>
<td>STP</td>
<td>$654,000</td>
<td>53</td>
<td>n/a</td>
<td>PE/Design</td>
<td>Construction</td>
</tr>
<tr>
<td>Covington</td>
<td>SE 256th Street Widening</td>
<td>STP</td>
<td>$4,281,750</td>
<td>57</td>
<td>n/a</td>
<td>PE/Design</td>
<td>Construction</td>
</tr>
<tr>
<td>Covington</td>
<td>SR 516 - 185th Place SE to 192nd Avenue SE</td>
<td>STP</td>
<td>$1,123,635</td>
<td>58</td>
<td>n/a</td>
<td>PE/Design</td>
<td>Construction</td>
</tr>
<tr>
<td>Federal Way</td>
<td>Adaptive Traffic Control System Phase III</td>
<td>CMAQ</td>
<td>$510,000</td>
<td>65</td>
<td>67</td>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>Issaquah</td>
<td>Newport Way NW Improvement Project -- SR 900 to SE 54th Street</td>
<td>STP</td>
<td>$4,760,000</td>
<td>61</td>
<td>n/a</td>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>Issaquah</td>
<td>Newport Way NW Improvements - Maple St NW to Sunset Way (Phase 1)</td>
<td>STP</td>
<td>$4,760,000</td>
<td>58</td>
<td>n/a</td>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>Kent</td>
<td>South 224th Street Phase II</td>
<td>STP</td>
<td>$4,760,000</td>
<td>58</td>
<td>n/a</td>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>Kirkland</td>
<td>100th Ave NE Roadway Design &amp; Improvements</td>
<td>STP</td>
<td>$4,044,000</td>
<td>55</td>
<td>n/a</td>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>Renton</td>
<td>NE Sunset Blvd (SR 900) Corridor Improvements</td>
<td>STP</td>
<td>$3,150,000</td>
<td>62</td>
<td>n/a</td>
<td>Right of Way</td>
<td></td>
</tr>
<tr>
<td>Seattle</td>
<td>Bus Rapid Transit Signal Equipment, Phase 1</td>
<td>CMAQ</td>
<td>$4,760,000</td>
<td>67</td>
<td>57</td>
<td>Other</td>
<td></td>
</tr>
<tr>
<td>Seattle*</td>
<td>East Marginal Way Reconstruction</td>
<td>STP</td>
<td>$4,000,000</td>
<td>63</td>
<td>n/a</td>
<td>PE/Design</td>
<td></td>
</tr>
<tr>
<td>Seattle</td>
<td>Fairview Ave N Multimodal Improvements</td>
<td>CMAQ</td>
<td>$729,600</td>
<td>73</td>
<td>59</td>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>Seattle</td>
<td>One Center City Implementation</td>
<td>CMAQ</td>
<td>$3,500,000</td>
<td>68</td>
<td>66</td>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
## 2018 CONTINGENCY LISTS

### IDENTIFICATION OF 2019 IMMEDIATELY READY TO GO PROJECTS

*(Note: only STP funding is required to meet the 2019 delivery target gap)*

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>STP Score (out of 100)</th>
<th>CMAQ Score (out of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoreline</td>
<td>SR 523 (N/NE 145th Street) &amp; I-5 Interchange</td>
<td>STP</td>
<td>$4,760,000</td>
<td>63</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Shoreline</td>
<td>SR 523 (N/NE 145th Street), Corliss to I-5</td>
<td>STP</td>
<td>$4,760,000</td>
<td>59</td>
<td>n/a</td>
<td>Right of Way</td>
</tr>
<tr>
<td>Tukwila</td>
<td>Strander Blvd/SW 27th St Extension</td>
<td>STP</td>
<td>$4,760,000</td>
<td>62</td>
<td>n/a</td>
<td>Construction</td>
</tr>
</tbody>
</table>

* The contingency List will be prioritized based on score except for the following exceptions: 1) The City of Seattle’s Fairview Ave N Multimodal Improvements will be in first position, the City of Federal Way’s Adaptive Traffic Control System Phase III will be in the second position, the City of Shoreline’s SR523 (N/NE 145th Street) & I-5 Interchange project will be placed in the third position, and the City of Seattle’s East Marginal Way Reconstruction project will be in fourth position for STP funding. 2) The City of Bellevue’s 130th Ave NE - BellRed Center project will be on the contingency list immediately below the City of Bellevue’s Mountains to Sound Greenway Trail 132nd Avenue to 142nd Avenue SE.

### ALL OTHERS PROGRAM

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>STP Score (out of 100)</th>
<th>CMAQ Score (out of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>King County Marine</td>
<td>West Seattle Water Taxi Mobility Hub</td>
<td>CMAQ</td>
<td>$1,435,900</td>
<td>65</td>
<td>64</td>
<td>PE/Design</td>
</tr>
<tr>
<td>King County Metro</td>
<td>RapidRide Corridor (Renton/ Newcastle/ Bellevue/ Redmond): Nonmotorized Access to Transit in Bellevue and Renton</td>
<td>CMAQ</td>
<td>$1,956,994</td>
<td>61</td>
<td>60</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>King County Metro</td>
<td>RapidRide Renton/Newcastle/ Eastgate/Overlake Transit Facility Passenger Amenities and Access Improvements</td>
<td>CMAQ</td>
<td>$1,158,600</td>
<td>68</td>
<td>65</td>
<td>Construction</td>
</tr>
<tr>
<td>WSDOT</td>
<td>SeaTac Access SR 509 Stage 1 from I-5 to 28th/24th</td>
<td>STP</td>
<td>$4,500,000</td>
<td>60</td>
<td>n/a</td>
<td>Construction</td>
</tr>
</tbody>
</table>

### NONMOTORIZED PROGRAM

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>STP Score (out of 100)</th>
<th>CMAQ Score (out of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bothell</td>
<td>Downtown Non-Motorized Access Improvements to Transit</td>
<td>STP</td>
<td>$343,000</td>
<td>n/a</td>
<td></td>
<td>PE/Design</td>
</tr>
<tr>
<td>Kent</td>
<td>Meet Me on Meeker West</td>
<td>CMAQ</td>
<td>$2,055,000</td>
<td>n/a</td>
<td>62</td>
<td>PE/Design &amp; Construction PE only, $235,280</td>
</tr>
<tr>
<td>King County Parks</td>
<td>Eastside Rail Corridor Wilburton Trestle Sub-Segment</td>
<td>STP</td>
<td>$2,000,000</td>
<td>70</td>
<td>63</td>
<td>Construction</td>
</tr>
<tr>
<td>Kirkland</td>
<td>Totem Lake Non-Motorized Bridge - 124th Ave NE &amp; NE 124th St</td>
<td>CMAQ</td>
<td>$2,065,000</td>
<td>n/a</td>
<td>61</td>
<td>Construction</td>
</tr>
</tbody>
</table>
## 2018 Contingency Lists

### Identification of 2019 Immediately Ready to Go Projects

(Note: only STP funding is required to meet the 2019 delivery target gap)

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Description</th>
<th>Funding Source</th>
<th>STP Score (out of 100)</th>
<th>CMAQ Score (out of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renton</td>
<td>The Renton Connector</td>
<td>STP $1,500,000</td>
<td>61</td>
<td>n/a</td>
<td>PE/Design</td>
</tr>
<tr>
<td>Seattle</td>
<td>Central Ridge Neighborhood Greenway Phase 2</td>
<td>CMAQ $1,517,000</td>
<td>59</td>
<td>45</td>
<td>Construction</td>
</tr>
<tr>
<td>Seattle</td>
<td>King Street Neighborhood Greenway Crossing Improvements at Rainier Ave S</td>
<td>CMAQ $820,000</td>
<td>62</td>
<td>48</td>
<td>Construction</td>
</tr>
<tr>
<td>Shoreline</td>
<td>148th Street Pedestrian and Bicycle Bridge</td>
<td>STP $2,055,000</td>
<td>63</td>
<td>n/a</td>
<td>PE/Design</td>
</tr>
<tr>
<td>Tukwila</td>
<td>Green River Trail</td>
<td>CMAQ $896,140</td>
<td>57</td>
<td>50</td>
<td>Construction</td>
</tr>
</tbody>
</table>

### Preservation Program

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Description</th>
<th>Funding Source</th>
<th>STP Score (out of 100)</th>
<th>CMAQ Score (out of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bothell</td>
<td>Juanita Woodinville Way - NE 160th St Overlay Project</td>
<td>STP $364,500</td>
<td>91</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Renton</td>
<td>Main Avenue S Preservation Project</td>
<td>STP $500,000</td>
<td>87</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Auburn</td>
<td>C Street SW Preservation</td>
<td>STP $1,254,000</td>
<td>84</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Kirkland</td>
<td>Central Way Preservation</td>
<td>STP $1,000,000</td>
<td>84</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>WSDOT</td>
<td>SR 104/19th Ave NE Vic to SR 522 - Paving &amp; ADA Compliance</td>
<td>STP $1,500,000</td>
<td>84</td>
<td>n/a</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Federal Way</td>
<td>SW320th Street (11th Ave SW to 3rd Place SW)</td>
<td>STP $559,020</td>
<td>83</td>
<td>n/a</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Auburn</td>
<td>A Street SE Preservation Project, 37th St SE to King County Line</td>
<td>STP $855,500</td>
<td>79</td>
<td>n/a</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Bellevue</td>
<td>112th Avenue NE Pavement Preservation</td>
<td>STP $916,200</td>
<td>77</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Kenmore</td>
<td>Simonds Road Overlay (155th-92nd)</td>
<td>STP $811,114</td>
<td>76</td>
<td>n/a</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Shoreline</td>
<td>Greenwood Avenue N Preservation</td>
<td>STP $428,800</td>
<td>75</td>
<td>n/a</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Kent</td>
<td>East Valley Highway Preservation (S 212th St to S 196th St)</td>
<td>STP $1,500,000</td>
<td>72</td>
<td>n/a</td>
<td>Construction</td>
</tr>
</tbody>
</table>
2018 CONTINGENCY LISTS

IDENTIFICATION OF 2019 IMMEDIATELY READY TO GO PROJECTS
(Note: only STP funding is required to meet the 2019 delivery target gap)

**ORIGINAL KITSAP COUNTY PRIORITIZED CONTINGENCY LIST**

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score* (out of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kitsap Transit</td>
<td>SR 16 Park &amp; Ride</td>
<td>STP</td>
<td>$889,285</td>
<td>n/a</td>
<td>PE/Design</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>Central Valley Road</td>
<td>STP</td>
<td>$2,432,649</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>Markwick Trail</td>
<td>STP</td>
<td>$886,444</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Bainbridge Island</td>
<td>Eagle Harbor Drive Phase</td>
<td>STP</td>
<td>$700,000</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Kitsap Transit</td>
<td>Gateway Bus Storage Facility and Park</td>
<td>STP</td>
<td>$4,750,000</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Kitsap Transit</td>
<td>SR 104 and Bond Park n Ride</td>
<td>STP</td>
<td>$4,100,000</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>Bethel Burley Road Culvert</td>
<td>STP</td>
<td>$340,000</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Kitsap Transit</td>
<td>SR 166 Park &amp; Ride Expansion</td>
<td>STP</td>
<td>$1,101,272</td>
<td>n/a</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Poulsbo</td>
<td>Fjord Drive Preservation</td>
<td>STP</td>
<td>$425,000</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>Olalla Valley Road</td>
<td>STP</td>
<td>$582,000</td>
<td>n/a</td>
<td>Construction</td>
</tr>
<tr>
<td>Bainbridge Island</td>
<td>Bucklin Hill Road Phase 2</td>
<td>STP</td>
<td>$600,000</td>
<td>n/a</td>
<td>Right of Way</td>
</tr>
</tbody>
</table>

* Kitsap County used an alternate scoring methodology involving High, Medium and Low summaries per each evaluation criteria, rather than numeric scores out of 100.

**ORIGINAL PIERCE COUNTY PRIORITIZED CONTINGENCY LIST**

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tacoma</td>
<td>Water Flume Line Trail Phase IIIb</td>
<td>STP</td>
<td>$3,713,536</td>
<td>51</td>
<td>Construction</td>
</tr>
<tr>
<td>Sumner</td>
<td>Stewart Road Corridor Phase III White River Bridge</td>
<td>STP</td>
<td>$3,000,000</td>
<td>50</td>
<td>Construction</td>
</tr>
<tr>
<td>University Place</td>
<td>67th Avenue Phase 1</td>
<td>STP</td>
<td>$623,000</td>
<td>48</td>
<td>Right of Way</td>
</tr>
<tr>
<td>Lakewood</td>
<td>Washington Blvd. - Interlaaken Dr. to Gravelly Lake Dr.</td>
<td>STP</td>
<td>$1,903,000</td>
<td>42</td>
<td>PE/Design &amp; Construction</td>
</tr>
</tbody>
</table>
## 2018 CONTINGENCY LISTS

### IDENTIFICATION OF 2019 IMMEDIATELY READY TO GO PROJECTS

*Note: only STP funding is required to meet the 2019 delivery target gap*

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tacoma</td>
<td>Portland Avenue Freight and Access Improvements</td>
<td>STP</td>
<td>$3,333,870</td>
<td>40</td>
<td>Construction</td>
</tr>
<tr>
<td>Lakewood</td>
<td>South Tacoma Way - 88th to North City Limits</td>
<td>STP</td>
<td>$2,550,000</td>
<td>38</td>
<td>Construction</td>
</tr>
<tr>
<td>Lakewood</td>
<td>North Gate Rd/Edgewood Ave - JBLM to Washington Blvd</td>
<td>STP</td>
<td>$1,970,000</td>
<td>36</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Pierce County</td>
<td>94 Avenue East - 850 ft S/O 144 Street East to 300 ft N/O 137 Street East</td>
<td>STP</td>
<td>$3,170,225</td>
<td>36</td>
<td>Right of Way</td>
</tr>
<tr>
<td>Puyallup</td>
<td>23rd Ave SE, Meridian to 9th</td>
<td>STP</td>
<td>$4,100,000</td>
<td>33</td>
<td>Construction</td>
</tr>
<tr>
<td>Lakewood</td>
<td>Gravelly Lake Drive Nyanza RD to Washington Blvd</td>
<td>STP</td>
<td>$3,296,515</td>
<td>31</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Sumner</td>
<td>Main St and Wood Avenue Intersection Improvements</td>
<td>STP</td>
<td>$225,000</td>
<td>30</td>
<td>Right of Way</td>
</tr>
<tr>
<td>DuPont</td>
<td>DuPont-Steilacoom Road Improvements</td>
<td>STP</td>
<td>$3,796,780</td>
<td>26</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Puyallup</td>
<td>Shaw Road, 12th to 23rd Widening</td>
<td>STP</td>
<td>$614,000</td>
<td>25</td>
<td>Planning</td>
</tr>
<tr>
<td>Fircrest</td>
<td>Alameda Ave</td>
<td>STP</td>
<td>$950,874</td>
<td>22</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Orting</td>
<td>Whitehawk Boulevard Signal</td>
<td>CMAQ</td>
<td>$980,654</td>
<td>18</td>
<td>Planning, PE/Design &amp; Construction</td>
</tr>
</tbody>
</table>

### NONMOTORIZED

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tacoma</td>
<td>Water Flume Line Trail Phase Illa</td>
<td>CMAQ</td>
<td>$2,977,947</td>
<td>51</td>
<td>Construction</td>
</tr>
<tr>
<td>Sumner</td>
<td>Fryar Avenue Shared Use Trail</td>
<td>CMAQ</td>
<td>$1,429,352</td>
<td>43</td>
<td>Right of Way</td>
</tr>
<tr>
<td>Pierce County</td>
<td>159 ST E (SR-7 to B St E)</td>
<td>STP</td>
<td>$1,513,876</td>
<td>40</td>
<td>PE/Design &amp; Right of Way</td>
</tr>
<tr>
<td>Ruston</td>
<td>Pearl St Traffic Calming/Greenspace Project - 49th St. to 53rd St.</td>
<td>CMAQ</td>
<td>$1,220,400</td>
<td>27</td>
<td>Construction</td>
</tr>
<tr>
<td>Sumner</td>
<td>160th Ave E Sidewalk Gap</td>
<td>CMAQ</td>
<td>$537,097</td>
<td>27</td>
<td>PE/Design &amp; Construction</td>
</tr>
</tbody>
</table>
# 2018 Contingency Lists

## Identification of 2019 Immediately Ready to Go Projects

(Note: only STP funding is required to meet the 2019 delivery target gap)

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ruston</td>
<td>51st Street Sidewalk</td>
<td>CMAQ</td>
<td>$93,975</td>
<td>26</td>
<td>Construction</td>
</tr>
<tr>
<td>Ruston</td>
<td>51st St/Winnifred Traffic Signalization and Pedestrian Prioritization</td>
<td>CMAQ</td>
<td>$480,000</td>
<td>23</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Pierce County</td>
<td>122nd Avenue East Pedestrian Improvements</td>
<td>CMAQ</td>
<td>$693,200</td>
<td>20</td>
<td>PE/Design &amp; Construction</td>
</tr>
</tbody>
</table>

### Other

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pierce County</td>
<td>Countywide Transportation Demand Management</td>
<td>CMAQ</td>
<td>$31,750</td>
<td>64</td>
<td>Planning</td>
</tr>
</tbody>
</table>

### Transit

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pierce Transit</td>
<td>BRT Stations: Pacific Ave/SR 7 Corridor</td>
<td>CMAQ</td>
<td>$494,300</td>
<td>57</td>
<td>Construction</td>
</tr>
</tbody>
</table>

### Preservation

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>University Place</td>
<td>Grandview Drive Overlay</td>
<td>STP</td>
<td>$277,950</td>
<td>48</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Sumner</td>
<td>Sumner-Tapps Highway Resurfacing Phase 1</td>
<td>STP</td>
<td>$749,000</td>
<td>36</td>
<td>PE/Design &amp; Construction PE only $74,000</td>
</tr>
</tbody>
</table>

### Original Snohomish County Prioritized Contingency List

#### CMAQ Funding

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edmonds</td>
<td>76th Ave W - 220th St</td>
<td>CMAQ</td>
<td>$478,000</td>
<td>54</td>
<td>PE/Design &amp; Right of Way</td>
</tr>
</tbody>
</table>

#### STP Funding

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Snohomish County</td>
<td>180th St SE Phase II</td>
<td>STP</td>
<td>$675,000</td>
<td>74</td>
<td>Right of Way</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>North Creek Regional Trail Phase II</td>
<td>STP</td>
<td>$2,520,000</td>
<td>71</td>
<td>Construction</td>
</tr>
</tbody>
</table>
### 2018 CONTINGENCY LISTS

**IDENTIFICATION OF 2019 IMMEDIATELY READY TO GO PROJECTS**

*(Note: only STP funding is required to meet the 2019 delivery target gap)*

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bothell</td>
<td>228th St SE from 35th</td>
<td>STP</td>
<td>$617,490</td>
<td>66</td>
<td>PE/Design</td>
</tr>
<tr>
<td>Edmonds</td>
<td>Highway 99 Revitalization</td>
<td>STP</td>
<td>$2,249,000</td>
<td>64</td>
<td>Right of Way</td>
</tr>
<tr>
<td>Lynnwood</td>
<td>44th Ave W - I-5 Underpass</td>
<td>STP</td>
<td>$1,814,520</td>
<td>61</td>
<td>Construction</td>
</tr>
<tr>
<td>Arlington</td>
<td>Smokey Point Blvd Corridor</td>
<td>STP</td>
<td>$959,788</td>
<td>58</td>
<td>PE/Design</td>
</tr>
<tr>
<td>Everett</td>
<td>100th St SW</td>
<td>STP</td>
<td>$1,600,000</td>
<td>54</td>
<td>PE/Design &amp; Right of Way</td>
</tr>
<tr>
<td>Port of Everett</td>
<td>West Marine Dr - SR 529</td>
<td>STP</td>
<td>$1,000,000</td>
<td>52</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Monroe</td>
<td>147th Signal</td>
<td>STP</td>
<td>$727,102</td>
<td>48</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Arlington</td>
<td>74th Ave Trail</td>
<td>STP</td>
<td>$588,528</td>
<td>47</td>
<td>PE/Design &amp; Construction</td>
</tr>
<tr>
<td>Monroe</td>
<td>191st Ave SE Extension</td>
<td>STP</td>
<td>$2,274,200</td>
<td>47</td>
<td>Construction</td>
</tr>
<tr>
<td>Mill Creek</td>
<td>North Creek Trail Feasibility Study</td>
<td>STP</td>
<td>$129,750</td>
<td>44</td>
<td>Planning</td>
</tr>
<tr>
<td>Monroe</td>
<td>Tjerne Place Phase III</td>
<td>STP</td>
<td>$1,730,000</td>
<td>44</td>
<td>PE/Design &amp; Right of Way</td>
</tr>
</tbody>
</table>

**PRESERVATION**

<table>
<thead>
<tr>
<th>Sponsoring Agency</th>
<th>Project Title</th>
<th>Funding Source</th>
<th>Contingency Amount</th>
<th>Score (of 100)</th>
<th>Phase(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bothell</td>
<td>228th St SW Overlay from West</td>
<td>STP</td>
<td>$718,200</td>
<td>90</td>
<td>Construction</td>
</tr>
<tr>
<td>Lynnwood</td>
<td>Alderwood Mall Parkway Pavement</td>
<td>STP</td>
<td>$750,000</td>
<td>85</td>
<td>Construction</td>
</tr>
<tr>
<td>WSDOT</td>
<td>SR 99 - 208th St SW to SR 525</td>
<td>STP</td>
<td>$750,000</td>
<td>84</td>
<td>PE/Design</td>
</tr>
<tr>
<td>Marysville</td>
<td>67th Ave NE Overlay</td>
<td>STP</td>
<td>$449,117</td>
<td>77</td>
<td>Construction</td>
</tr>
</tbody>
</table>
## 2019 ANNUAL DELIVERY TARGET

### STRATEGY 4: INCREASE IN FEDERAL AWARDS

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Title</th>
<th>Phase</th>
<th>Source</th>
<th>Programmed Year</th>
<th>Programmed STP Amount</th>
<th>Current Fed Share</th>
<th>25% STP Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn</td>
<td>A Street SE Preservation *</td>
<td>Construction</td>
<td>STP</td>
<td>2019</td>
<td>$1,242,440</td>
<td>69.1%</td>
<td>$310,610</td>
</tr>
<tr>
<td>Bellevue</td>
<td>NE Spring Blvd. Multimodal Corridor**</td>
<td>Construction</td>
<td>STP</td>
<td>2019</td>
<td>$5,500,000</td>
<td>72.4%</td>
<td>$1,026,000</td>
</tr>
<tr>
<td>Everett</td>
<td>Grand Avenue Park Pedestrian Bridge*</td>
<td>Construction</td>
<td>STP</td>
<td>2018</td>
<td>$2,064,000</td>
<td>24.2%</td>
<td>$516,000</td>
</tr>
<tr>
<td>North Bend</td>
<td>E North Bend Way/Downing Ave/E Park St Roundabout</td>
<td>Construction</td>
<td>STP</td>
<td>2019</td>
<td>$1,000,000</td>
<td>50.0%</td>
<td>$250,000</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>Hidgetop Boulevard Phase 2*</td>
<td>Construction</td>
<td>STP</td>
<td>2019</td>
<td>$3,059,000</td>
<td>77.2%</td>
<td>$0</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>tbd*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$289,193</td>
</tr>
<tr>
<td>Seattle</td>
<td>Cowen Park Historic Bridge</td>
<td>Construction</td>
<td>TAP</td>
<td>2019</td>
<td>$2,409,859</td>
<td>49.1%</td>
<td>$602,465</td>
</tr>
<tr>
<td>Bothell</td>
<td>Bothell Way Widening from 240th ST SE to Reder Way</td>
<td>Preliminary Engineering</td>
<td>STP</td>
<td>2019</td>
<td>$2,870,000</td>
<td>81.3%</td>
<td>$183,450</td>
</tr>
<tr>
<td>Renton</td>
<td>South 2nd Street Conversion Project</td>
<td>Preliminary Engineering</td>
<td>STP</td>
<td>2019</td>
<td>$1,200,000</td>
<td>77.4%</td>
<td>$140,750</td>
</tr>
<tr>
<td>Sumner</td>
<td>SR 410/Traffic Avenue Interchange Improvements</td>
<td>Construction</td>
<td>STP</td>
<td>2019</td>
<td>$4,706,006</td>
<td>31.3%</td>
<td>$1,176,502</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>35th Ave. SE, 180th ST SE to 152nd St SE, Phase 1*</td>
<td>Construction</td>
<td>STP</td>
<td>2018</td>
<td>$5,089,260</td>
<td>59.8%</td>
<td>$1,272,315</td>
</tr>
</tbody>
</table>

*STP* = Federal Highway Administration Surface Transportation Block Grant Program

*TAP* = Federal Highway Administration Transportation Alternatives Program (set-aside of STP)

* These projects participated in Strategy 2 and amounts reflect the exchange of local funds for federal funds identified in Attachment 3

** Sponsor elected to reduce amount from $1,375,000 to $1,026,000

^ Per the recommended policy, if a project participating in Strategy 2 results in maximizing the federal share in that project, they may select a project from the previous year to apply the increase; Kitsap County has not yet identified their 2018 project

TOTAL: $5,767,284
MEMORANDUM

TO: Kelly McGourty - PSRC Director of Transportation Planning  
    Mayor Rob Putaansuu – City of Port Orchard  
FROM: Mark R. Dorsey, P.E. - Public Works Director/City Engineer  
DATE: May 22, 2019  

RE: Tremont Street Widening Project - Additional Funding Request

The City of Port Orchard is officially requesting additional funding from the Puget Sound Regional Council for the successful completion of the Tremont Street Widening Project’s Construction Phase (including CA/CM, Contingency & PSE Sch.74.) The City was creatively able to secure funding from the following sources; PSRC, MVA, TIB and Local.

The requested minimum additional amount is $1.3M, being the current Project Cost to Complete above the expended $1M Contingency Fund. The Project is scheduled to be completed by July 2019, and the Cost to Complete balance has received concurrence by both the Contractor and CACM Team.

The reasonings behind supporting the City of Port Orchard’s additional construction cost overrun funding request for the Tremont Street Widening Project are as follows;

- Completes the Construction Phase for this PSRC Legacy Project
- Never have to hear the word ‘Tremont’ again
- Helps PSRC in current Project Obligation Delivery
- The City applied for $11M funding in 2016 and only received $1.7M
- The City can immediately obligate
- The City is currently expending reserve funding below minimum limits
- The City is currently foregoing CIP’s in the current biennial budget
- The City will forego Regional & Countywide funding in 2023-2024

Please see letter attached for more information.
May 22, 2019

Ms. Kelly McGourty, Director of Transportation Planning
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Re: Request for Additional Construction Funding
City of Port Orchard – Tremont Street Widening Project

Dear Kelly,

After 15 challenging years of planning, design, right-of-way acquisition and construction, the City of Port Orchard (City) is finally nearing the successful completion of the Tremont Street Widening Project. This accomplishment could not have been possible without the support provided by the Puget Sound Regional Council (PSRC.) With that said, the City is facing one last significant hurdle in the completion of this PSRC Legacy Project.

Specifically, changes in conditions, conflicts with existing utilities and redesigned elements within the Project have resulted in numerous change orders that have added cost to the Project that the City is struggling to fund. To cover the cost of the change orders to date, and to avoid Prompt Pay issues, the City has depleted proprietary fund reserve balances below Council-adopted balance minimums for water, sanitary sewer, and stormwater utilities as well as tapping into the Transportation Impact Fee funds to the maximum extent possible. In addition, the City is currently foregoing planned capital improvement projects that were originally included within the City’s 2019/2020 Biennial Budget.

Currently, all known construction issues have been resolved with our Contractor, and there is currently only one significant change order remaining to be negotiated. Accordingly, we are projecting the construction phase Cost to Complete for the Project at $14,843,100.30. This anticipated amount exceeds the City’s original construction budget and $1M contingency fund balance by $1,063,921.13. When combined with additional engineering and construction administration efforts of $300,000 to deal with changed site conditions and redesign, the total unfunded cost impact to the Project is $1,363,921.13.

As you are aware, we have been updating PSRC staff over the past year on the Cost to Complete for the Project and the potential for the City to seek additional funding assistance. Now that the Cost to Complete for the Project has become clear; we are
requesting additional funding from PSRC to help cover these additional costs. A complete recapitulation of the Project change orders is attached. The primary reasons for the change orders are summarized below;

**Utility Connections** – Existing utility stub-outs for storm drainage and sanitary sewer were replaced with new stub-outs within the Project to protect the new curb/gutter, sidewalks and asphalt. These changes were incorporated into the contract as Change Order Number 10 (Storm Sewer Connections) and Change Order 11 (Sanitary Sewer Connections.) The construction cost for these change orders was $263,241.54 and has been covered by City proprietary funds.

**Utility Conflict Resolution** – Design revisions were required to address inaccurate and/or missing utility locates for franchise and City-owned utilities. Utility conflicts and late revisions to private utilities also resulted in a need to perform additional utility coordination and redesign of the Joint Utility Trench (JUT.) There were also changes to the JUT caused by franchise utilities changing the locations of pull boxes and/or vaults onto the City’s private utility contract. These revisions were captured in Change Order 9 (JUT modifications, Potential Change Order 9 for Waterline Revisions) and Change Order 20 (routuing of a 4-inch Sewer Force Main at Canyon Court.) The total construction cost of all additional work is estimated to be $358,666.46.

**WSDOT SR 16/Tremont Interchange Illumination** – Washington State Department of Transportation (WSDOT) required a change to the location of its illumination service meter base from the intersection of Tremont Street/South Kitsap Boulevard to the SR 16/Tremont Street Interchange at the westbound off-ramp terminus. These revisions were added to the contract as Change Order 3 (SR 16 Illumination Service) and Change Order 3A (WSDOT Revisions to SR 16 Illumination.) The total construction cost for these modifications to the contract was $141,592.77.

**Force Main Redesign** – The existing 16-inch sanitary sewer force main at Tremont Street and Pottery Avenue needed to be lowered after potholing of the force main revealed that it was closer to the surface than prior construction records anticipated. The redesign effort affected approximately 300 linear feet of the 16-inch sanitary sewer force main. The City also needed to replace and upgrade the existing 4-inch sewer force main along Pottery Avenue because the existing line was PVC and in poor condition. The revisions were incorporated into the contract as Change Order 1 (16-inch Sanitary Sewer Force Main Replacement) and Change Order 2 (Replace 4-Inch Sewer Force Main - Pottery Avenue Tremont to Tremont Place.) The total construction cost for all this additional work was $371,600.70.

**Dewatering for 30-inch Storm Outfall Pipe** – The groundwater level near the SR 16/Tremont Street Interchange was significantly higher than was shown in the historical borings. This is currently requiring the contractor to install numerous well points along the pipe alignment to dewater the area before installing the 30-inch storm outfall pipe. The revisions were incorporated into the contract as Change Order 7 (Dewatering Storm.) The total construction cost for this additional work is $114,820.78.
Traffic Loops – The existing traffic loops at the Port Orchard Boulevard/Tremont Street signalized intersection were anticipated to remain, but due to poor road surface conditions, the existing loops did not functioning well. It was determined to grind and overlay this portion of road, which resulted in new traffic loops, conduit, and boxes. The revisions were incorporated into the contract as Change Order 16 (Traffic Loops at Port Orchard Boulevard.) The total construction cost for all this additional work was $73,224.42.

Unsuitable Foundation – The foundation material along the Project corridor was insufficient to support the walls and roadway section within multiple locations. The unsuitable material was excavated and disposed of and quarry spalls were used to improve the base. The revisions were incorporated into the contract as Change Order 4 Unsuitable Foundation Under SEW(s) and Change Order 19 Unsuitable Foundation Under Roadway. The total construction cost for all this additional work was $120,917.73.

Utility Potholing – Due to the large number of unlocated utilities and utility conflicts, there was more potholing that anticipated. The contract had a total of $50,000 for utility potholing and $190,281 was needed. This resulted in $140,281 over plan quantity.

Roadway Profile Revision – Roadway profile revisions to the roadway profile were modified to avoid a high-pressure gas line that had not been scheduled for relocation as originally been agree to. To minimize impacts to the project schedule, it was determined that it would be best for the Project to adjust the profile upwards to allow for a minimum of 2 feet of cover from subgrade. There was no additional construction cost to the Project for this revision, and the gas line did not need to be relocated. However, the City incurred additional construction phase engineering support cost.

I hope this letter sufficiently answers the Tremont Street Widening construction cost overrun issue being faced by the City. And as the City of Port Orchard is relatively small and has limited funding capabilities, necessary infrastructure projects of this nature are very challenging. Therefore, we truly appreciate the continued support of the Puget Sound Regional Council.

Sincerely,

Mark R. Dorsey, P.E.
Public Works Director/City Engineer

MD:md

Cc: Rob Putaansuu – Mayor
    Noah Crocker – Finance Director
    Michael Pleasants – Asst. City Engineer
DISCUSSION ITEM

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: I-5 System Partnership

IN BRIEF

Between March 2018 and February 2019, the Washington State Department of Transportation (WSDOT) established the I-5 System Partnership, a collaboration of stakeholders with the goal of achieving regional consensus on priorities for the preservation and redevelopment of the I-5 system.

Representatives from WSDOT and the Partnership will brief the Transportation Policy Board on the conclusion of their work and the final report.

DISCUSSION

The State Facilities Action Plan in PSRC’s Regional Transportation Plan identified, among other elements, an action plan for Interstate 5, including preservation needs, opportunities for near-term operational efficiencies, and a review of High Occupancy Vehicle (HOV) lanes policy.

WSDOT established the I-5 System Partnership in early 2018, which was a diverse group of stakeholders from around the region brought together to discuss the challenges, needs and opportunities of the I-5 corridor. The Partnership reviewed a variety of topics relevant to the I-5 system over a 12-month period, including: maintenance and preservation needs; the importance of I-5 to moving freight; the performance and enforcement challenges of the HOV system; opportunities and challenges presented by new and emerging technologies; transit usage and barriers along the corridor; current and future land use planning; equity and community concerns; and other topics.
The Partnership concluded its work in February 2019, resulting in a call to action and a set of goals and strategies for the system, including the need for a systemwide master plan. At the June 13 board meeting, representatives from WSDOT and the Partnership will provide a briefing on the attached final report, “I-5 System Partnership: A Call to Action.”

WSDOT and partners had pursued funding for the Master Plan through the Washington State Legislature in 2019, but the project was not included in the final legislative budget. Federal funding opportunities are now being pursued.

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

Attachments:
I-5 System Partnership: A Call to Action
I-5 System Partnership

A CALL TO ACTION

May 2019
A message from Secretary Roger Millar

The call to action by the I-5 System Partnership can't be understated. The consequences of not addressing the challenge of north-south travel in the Central Puget Sound via Interstate 5 and related routes (I-405, SR 99, SR 9, SR 167, Link Light Rail, Sounder Commuter Rail, etc.) now will reverberate far beyond Puget Sound to affect the quality of life for people throughout Washington state. I believe it is not just a “WSDOT problem” and that solutions will require new ways of doing business. It will take unprecedented partnerships, intense dialogue and political will to change how we manage and fund the future system for moving people, goods, and services between the mountains and Puget Sound.

Together, members of the I-5 System Partnership call on transportation agencies, local government, the business community, academia and communities to co-create a new path forward by developing a comprehensive master plan for the 107-mile I-5 system from Tumwater to Marysville. Only by working together can we ensure that all voices are heard and the plan is a shared vision that works for everyone.

What is the I-5 System Partnership?

The I-5 System Partnership is a stakeholder group made up of representatives from transportation agencies, community organizations, the business community, and jurisdictions throughout the 107-mile study area from Tumwater to Marysville.

The I-5 System Partnership views Interstate 5 as the spine of a complex system that includes local streets, highways, transit, freight and emergency response.

There's agreement by the stakeholders that:

• The I-5 system is broken.
• Waiting to fix it will only cost us all more.
• We have to work together now to make lasting change.
The I-5 System Partnership’s Call to Action

Members of the I-5 System Partnership believe the time for action is long overdue and a master plan is needed.

The I-5 system is the center of a transportation system that drives economic, community and social well-being. If the challenges of the I-5 system are not addressed now, the worsening trends of congestion, delayed maintenance and environmental degradation will erode the region’s quality of life, global competitiveness, ability to attract business, move goods and services, and increase the cost of living and transportation for all.

We pledge to continue to work together to find the common ground necessary to maximize the value of this essential public asset.

Participating Members of the I-5 System Partnership:

Association of Washington Business
Challenge Seattle
City of Arlington
City of Bellevue
City of Federal Way
City of Fife
City of Kent
City of Lake Stevens
City of Lakewood
City of Mill Creek
City of Newcastle
City of Seattle
City of Shoreline
City of Tacoma
City of Tukwila
Community Transit
Commute Seattle
Downtown Seattle Association
Economic Alliance Snohomish County
Freight Mobility Strategic Investment Board
InterCity Transit
King County
Master Builders Assn of King & Snohomish Counties
Microsoft
Mobility Innovation Center / CoMotion at University of Washington
Northwest Seaport Alliance
Pierce County
Pierce Transit
Port of Everett
Port of Seattle
Port of Tacoma
Puget Sound Regional Council
Seattle Metropolitan Chamber of Commerce
Sightline Institute
Snohomish County
SODO Business Improvement Area
Sound Transit
Tacoma-Pierce County Chamber
The Nature Conservancy
Thurston Regional Planning Council
Transportation Choices Coalition
University of Washington
Washington State Transportation Commission
Washington Roundtable
Washington State Department of Transportation
A lot is riding on I-5 now and in the future

The I-5 system is broken

The 107-mile stretch of I-5 between Tumwater and Marysville needs urgent attention. The cracked, rutted, crumbling pavement and seismically vulnerable structures on the interstate increase costs and pose challenges to everyone on it, including transit, freight and commuters. The carpool lanes on I-5 are often as congested as the regular lanes during peak periods and do not meet state performance standards.

I-5’s lack of reliability threatens Washington’s ability to compete globally and quality of life for the region

This interstate is the backbone of Washington’s transportation system, powering our economy, linking statewide markets to our ports, connecting people to jobs, goods and each other. All of the transportation systems it connects to, including local streets, highways, transit, freight and national defense rely on I-5. A lasting change is needed.

Demand on the I-5 System is growing

- 5 counties
- 93 cities
- 10 tribal governments
- 125 transportation agencies
- 4 urban deep water ports

Thurston County’s population is forecast to increase by 42% by 2040, to 383,500 million more residents in the region in the next 30 years

PSRC forecasts

The I-5 System affects the lives of everyone in Washington state.
A master plan is needed now to address the challenges of the I-5 system

With significant population and employment growth over the last decade and another almost 2 million residents expected by 2050, the system will be even more strained if nothing is done. Current financing can’t address the challenges of the I-5 system, and piece-meal solutions just move problems down the line. Waiting to fix it will only cost more. A coordinated and strategic comprehensive framework to address these pressing issues is long overdue.

Doing nothing is not an option

The I-5 System Partnership met for a year to identify goals and strategies for the future of the I-5 system. They agreed doing nothing is not an option any longer.

By seizing this opportunity to work together, and leveraging 21st century technology and private sector innovations, we can plan an I-5 system that serves the Puget Sound region’s future needs.
Risk of Doing Nothing

It is an understatement to say that congestion costs everyone time and money. Washington businesses become less competitive with each delayed product delivery and each employee stuck in traffic. Every year, travelers and freight trucks spend a growing number of hours trapped in congestion. Poor air quality from vehicle emissions, poor water quality from pavement runoff, and noise pollution from cars and trucks also damage human and environmental health, with greater effects on already disadvantaged communities.

We treasure our region’s natural beauty and quality of life. We want our children to thrive here. With almost 2 million more residents expected in the Puget Sound region by 2050, “business as usual” will not fix our HOV system, pay for a maintenance backlog growing bigger each year, keep our freight systems moving to market, nor meet the mobility needs of our people.

If nothing is done, our economy and quality of life will suffer as congestion worsens.

Now is the time to act.

The cost of sitting in traffic to the state’s economy is $3.2 billion a year, yet only $900 million is spent to address the issue. Similarly, keeping a state of good repair costs us just under $4 billion and safety $8.4 billion, yet we spend only $400 million and $50 million respectively.

What's at risk?

**Risk:** Increased congestion in the I-5 system reduces economic vigor, public health, community vitality and environmental resilience.

**Risk:** Congestion and lack of reliable freight access to and from the region’s ports create a barrier to getting Washington goods to market around the world and ultimately decrease the state’s global competitiveness.

**Risk:** HOV lanes no longer provide reliable speed advantage to transit and rideshare vehicles, congesting the system with more people on the road in single-occupancy cars.

**Risk:** Deteriorating repair conditions cause I-5 to fail in the event of a major earthquake.

**Risk:** Underserved communities have fewer transportation options, exacerbating inequitable access to jobs and services.

**Risk:** Continued housing development far from job centers increases commute distance, adding even more congestion.

**Risk:** The gas tax fails to provide a sustainable source of funding, reducing even further the state’s ability to address congestion, maintenance and safety in the system.
A Partnership for the Future of the I-5 System

The I-5 System Partnership worked collaboratively over the last year to review the pressing challenges of the I-5 system and establish a set of goals and strategies for the future of the system. The Partnership recommends development of an I-5 System Master Plan that identifies specific improvements that should be made to each part of the I-5 system. Working toward a set of clear goals will position the I-5 system to support future generations and help meet the challenges of future growth in a way that protects our economy, environment and communities. The Partnership's goals and strategies are consistent with adopted regional visions of the Puget Sound Regional Council and the Thurston Regional Planning Council.

What are the Partnership's goals for the I-5 system?

**Safety and Reliability**
Predictably, safely and efficiently serve the transportation needs of our region

**Maintained System**
Pursue lowest lifecycle cost to preserve the system in a state of good repair

**Equitable Opportunity**
Advance access to support economic opportunity, equity, health and quality of life for our region and its people

**Resilient System**
Create resilience in anticipation of disruptive conditions

**Connected Communities**
Improve connections between communities with more multimodal options and partnerships

**Environmental Stewardship**
Maintain the highest standards for environmental management

**Sustainably Funded**
Ensure revenues and resources are available that set the I-5 system on a new course toward sustainable funding, less burdened by debt

**Adaptive Innovation and Technology**
Innovate with mobility solutions, land use decisions, and emerging technologies that serve the evolving needs of our communities and economy
What are the Partnership’s strategies?

The I-5 System Partnership identified six overarching strategies to help achieve the goals identified by members. Together these goals and strategies can serve as a blueprint for a comprehensive I-5 System Master Plan.

**Optimize the existing system and invest strategically**
Consistent with the Practical Solutions approach to project planning and management, using data-driven performance measures and local partner engagement to seek lower-cost approaches and efficient funding mechanisms.

**Embrace new and emerging technologies**
Emerging technologies are radically changing the ways in which people interact, work, travel and shop. The Master Plan should assess how these changes may impact the I-5 system, especially opportunities to increase its safety and people-carrying capacity.

**Coordinate land use and transportation**
Every land use decision and every transportation decision should be made with consideration of how to maximize accessibility and make better use of our resources.

**Increase travel choices**
To increase system efficiency, I-5 system improvements should optimize access to public transportation and non-motorized travel options.

**Keep freight and goods moving**
Too often, land use and transportation decisions are made without proper consideration of freight mobility. Freight transportation needs to be an intrinsic part of the I-5 system solutions, because freight moves our region’s economy and is necessary for jobs and economic growth.

**Maintain and preserve our assets**
Even as we implement solutions that improve I-5 performance, we also need to take care of the basic investments that we already have in place.
Advancing the Work of the Partnership: What’s Next?

In order to advance the goals and strategies of the I-5 System Partnership, a comprehensive plan for the 107-mile I-5 system from Tumwater to Marysville is a critical next step. An I-5 System Master Plan would consider all potential solutions and recognize that "business as usual" is not an option. Some of the solutions may be controversial, but challenging problems require bold solutions.

What will it take to be successful?

**Recognition that I-5 is more than a highway**

I-5 is the core of an interconnected local and regional transportation system that carries both people and goods. Because of this, solutions must keep in mind both the physical highway and the way people and business use it. They must address the way local streets, highways, transit, rail and freight connect and interact. Decision makers need to consider the cost of inaction as well as the costs of needed actions.

**Unprecedented partnerships**

The I-5 System Partnership includes a wide-ranging group of leaders working together to address the pressing challenges of the I-5 system. It is a collaboration between local governments, the regional business community, transit agencies, ports, community organizations, and the University of Washington. These are the types of diverse collaborations that will facilitate lasting positive change.
Keeping pace with the future of transportation

We need a new mindset to make this 20th century infrastructure viable in the 21st century and beyond. Communities are changing and so are the ways in which people travel from place to place. New technologies and innovations are already shaping the future: new car sharing and on demand services, as well as advancements like automated, connected and electric vehicles, and high speed rail. At the same time, transit services need to be more accessible.

The 20th century way

This street can serve up to **29,600** people per hour.

Going forward

This street can serve up to **77,000** people per hour.
Integrating social equity

Any efforts to improve the I-5 system should include historically underserved communities early in the decision-making process, addressing barriers to participation as a primary concern. An I-5 System Master Plan must lead with racial equity and highlight how decisions either create or dismantle institutional barriers related to racism, bias, poverty, limited-English proficiency, disability or immigration. Social equity must be both a process and an outcome of the I-5 System Master Plan.

Approaching things differently

By viewing I-5 as a system and leveraging innovation, stakeholders can coordinate operations on other roadways and all modes of transportation. This coordination is leading to solutions that address the changing needs of our communities and the larger economy. All potential solutions for the system need to be evaluated to determine which work best, and how they interact. Practical Solutions, used throughout WSDOT, is a performance-based approach to transportation decision-making. This data-driven approach uses tools and performance measures to seek lower-cost approaches and efficiencies in operating highways, ferries, transit and rail, to reduce travel demand, and to reduce the need for building costly new infrastructure.

Social equity means all people have access to the resources and opportunities that improve their quality of life and let them reach their full potential.
Want to know more?

The I-5 System at a Glance

Over the past year, the I-5 System Partnership has unpacked the issues the I-5 system faces today and gained a better understanding of the many coming changes, challenges and opportunities they may bring. The following provides more information on the evolution of I-5 and highlights the key issues that the partnership believe need to be addressed.

Interstate 5: Yesterday

The road that changed everything now needs to change again

When first conceived, I-5 was a part of the Eisenhower era vision of an interstate system that would bring America closer together. Its construction created opportunities for economic growth, but it was also a disruptive innovation with both intended and unintended consequences.

The new interstate connected communities once considered distant by car. It also cut through neighborhoods, redefining land use, neighborhood boundaries and real estate values. The neighborhoods cut off by I-5, disproportionately communities of color, were exposed to new noise, pollution and physical barriers, resulting in negative health outcomes. It brought inexpensive California produce to Puget Sound consumers, changing the market dynamics for local farmers. Agricultural land turned into suburbs, warehouses and office parks, increasing the number and length of car trips sowing the seeds of future congestion.

Much has changed since the early days of the interstate. The population of the Puget Sound region has more than doubled from nearly 2 million residents in 1969 to almost 4.3 million today. During this time period, annual average daily traffic has grown 150 percent, from 124,599 average daily vehicles to 250,000 in 2017. The deferred maintenance and preservation needs for I-5 is over $2.5 billion, including bridges needing seismic repair.
**Demand has outpaced investment**

Over the years, transportation partners throughout the Puget Sound region have invested in transit, freight facilities, active traffic management, and transportation demand management to help this 20th century infrastructure meet our 21st century needs. Unfortunately, even these investments have not kept pace with the growing population, nor have they leveraged technological advances and societal change to create more efficient solutions for moving people.

And yet the health of the I-5 system continues to be fundamental to the quality of life for virtually every person, community and business in Washington. The I-5 system enables access to jobs and markets. The wellbeing of the I-5 system creates a ripple effect on economic vigor, public health, community vitality and the natural environment.

**Estimated Annual Average Daily Traffic**

![Graph showing estimated annual average daily traffic on various I-5 corridors.]

Washington’s greatest traffic congestion centers on the I-5 system.

*Environment and economy intersect at I-5 through the Nisqually River Delta.*
Interstate 5: Today

Moving goods: Connecting freight to our ports

I-5 in the Puget Sound region is a primary connector for the ports of Everett, Olympia, Seattle and Tacoma. It is a lifeline for getting Eastern Washington agricultural products to Asian markets. Operations at the ports of Tacoma and Seattle alone carry over 27 million tons of freight per year and together represent the fourth-largest container gateway in North America. With over $73 billion in international trade flowing through these two ports each year, there is a significant impact on the state’s economy, with over 58,000 jobs supported and $5.9 billion in revenue annually. The I-5 system is a critical lifeline for the region’s booming economy. Congestion and lack of reliable freight access to and from the region’s ports create a barrier to getting goods to market around the world and ultimately the state’s economic vitality and global competitiveness.
Moving people: the HOV system and transit

The high occupancy vehicle (HOV) system, designed to move more people with fewer vehicles, is operating today with the same levels of congestion as regular lanes, with speeds below performance targets. Furthermore, frequent violations reduce HOV lane reliability. When HOV lanes fail to provide a reliable speed advantage to transit and rideshare vehicles, those modes become less desirable and more single-occupancy vehicles fill the highway. The HOV system is also incomplete, with general purpose lanes only at critical connection points.

WSDOT implemented express toll and HOT (High Occupancy Toll) lanes on I-405 and SR 167, which has improved HOV speeds and reliability.

I-5 (Northbound at NE 130th St)
Daily Volume: 105,000 cars (peak hour)

I-405 (Northbound at NE 85th St)
Daily Volume: 107,000 cars (peak hour)
Maintenance and preservation

Huge maintenance needs have outpaced their traditional funding sources on I-5 and will continue to deteriorate and exacerbate conditions. Seismic retrofits are needed throughout the Seattle area, so I-5 does not fail in the event of a major earthquake.

$I2.5\ billion$ needed for preservation through $2040$.

$I700\ million$ needed to preserve $430\ bridges$ through $2040$.

$I1.3\ billion$ needed to preserve pavement through $2040$.

$I550\ million$ needed for seismic retrofits to I-5 through Seattle. Drivers will have to use other routes following a major earthquake.

Traditional funding does not support the costly backlog of maintenance needs, like the drainage system and cracked decking on Seattle's Ship Canal Bridge.
Funding

The gas tax, traditionally used to pay for system maintenance and improvements, is no longer a sustainable source of funding. Historical growth in fuel tax revenues has flattened due to fuel efficient vehicles, and a large portion of those diminishing revenues pays for the interest on loans for roadway improvements that have already been built. Currently, approximately two thirds of state gas tax revenues are devoted to paying off bonds for completed projects.

Where Does the 49.4¢ State Gas Tax Go?

<table>
<thead>
<tr>
<th>Year</th>
<th>WSDOT</th>
<th>Cities &amp; Counties (Local Government)</th>
<th>Legislatively Directed Investments</th>
<th>Debt Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>18.0¢</td>
<td>11.4¢</td>
<td>8.0¢</td>
<td>0.0¢</td>
</tr>
<tr>
<td></td>
<td>37%</td>
<td>23%</td>
<td>16%</td>
<td>0%</td>
</tr>
<tr>
<td>2029</td>
<td>12.0¢</td>
<td>2.9¢</td>
<td>8.0¢</td>
<td>12.0¢</td>
</tr>
<tr>
<td></td>
<td>24%</td>
<td>6%</td>
<td>16%</td>
<td>24%</td>
</tr>
</tbody>
</table>

Where Will the 49.4¢ State Gas Tax Go?

<table>
<thead>
<tr>
<th>Year</th>
<th>WSDOT</th>
<th>Cities &amp; Counties (Local Government)</th>
<th>Legislatively Directed Investments</th>
<th>Debt Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>26.5¢</td>
<td>2.9¢</td>
<td>8.0¢</td>
<td>12.0¢</td>
</tr>
<tr>
<td></td>
<td>54%</td>
<td>6%</td>
<td>16%</td>
<td>24%</td>
</tr>
<tr>
<td>2029</td>
<td>11.4¢</td>
<td>12.0¢</td>
<td>8.0¢</td>
<td>0.0¢</td>
</tr>
<tr>
<td></td>
<td>23%</td>
<td>24%</td>
<td>16%</td>
<td>0%</td>
</tr>
</tbody>
</table>
Land use

The interstate system opened up an opportunity for middle-class Americans to afford their own single-family home, away from the city. Today's traffic congestion on the I-5 system is created, in large part, by commuters traveling long distances to and from work. We need to look at ways to plan for and build communities with coordinated land use and transportation in mind so people can live and play closer to their places of work. Innovations like telecommuting and flexible schedules also hold promise for improving congestion in already-developed areas. Overall, we will need a balanced suite of thoughtful land use strategies to ensure future development provides more affordable house and travel options that can help reduce demand on the system.
Additional Resources

- I-5 System Partnership Strategic Framework
- I-5 Partnership Meetings Dates and Topics
- VISION 2040 (PSRC)
- Regional Transportation Plan (PSRC)
- Sustainable Thurston (TRPC)
- 2040 Regional Transportation Plan (TRPC)
- Washington Transportation Plan (WSDOT and WSTC)
- State of Transportation 2019 (WSDOT)
To: Transportation Policy Board  
From: Kelly McGourty, Director, Transportation Planning  
Subject: Regional ITS Inventory  

IN BRIEF

As part of the implementation of PSRC’s Regional Transportation Plan, staff has been working closely with local jurisdictions and other stakeholders to develop an inventory of traffic signals and other Intelligent Transportation System (ITS) deployments along the region’s main arterials. When completed, the inventory will provide consistent and uniform information about ITS assets at a systemwide level and serve as a tool for regional partners to engage in cross-jurisdictional collaboration.

The Transportation Policy Board will be provided a briefing at its June 13, 2019 meeting on the status of the Regional ITS inventory.

DISCUSSION

The Regional ITS Inventory is a key step in understanding the deployment of ITS across the region. Once completed, the inventory will be integrated with supporting analyses to identify needs and gaps, assess system performance and inform the next Regional Transportation Plan update.

Staff worked closely with stakeholders on PSRC’s Regional Traffic Operations Committee to develop an online survey instrument to facilitate data collection from local jurisdictions and the state. The survey requested data on traffic signals and other ITS components such as Traffic Management Centers and data collection tools.

Staff is currently reviewing the data and exploring options to analyze and communicate key findings. Work is underway to visualize and enhance the usefulness of the data for PSRC’s member jurisdictions. In addition, this data will be integrated with various other...
datasets as part of the broader analysis for the next Regional Transportation Plan update.

The Transportation Policy Board will be provided a briefing at its June 13, 2019 meeting on the Regional ITS inventory, including information on why and how it has been developed, as well as the types of analyses and visualizations that are being considered.

For more information, please contact Gary Simonson at (206) 971-3276, gsimonson@psrc.org, or Pavithra Parthasarathi at (206) 971-3277, pparthasarathi@psrc.org.