PRTPO TECHNICAL ADVISORY COMMITTEE MEETING

January 20, 2022 | 10:00 – 12:00
Special Work Session Extended Invite – Stormwater and ESA Changes, from ~10:45 – 12:00
Zoom Meeting – Login Below

1. 10:00 – 10:05 **Chair's Welcome and Introductions**
2. 10:05 – 10:10 **Consent Calendar** — ACTION
   - *Approval of Agenda*
   - *Approval of Minutes from November 18, 2021 (Attachment)*
3. 10:10 – 10:15 **Election of Officers** — ACTION — *Chair Clark-Getzin*
   The TAC will elect a new Chair and Vice-Chair to serve in 2022 and 2023. Nominations were opened in November and will be accepted from the floor in January prior to election. Ken Gill expressed interest in serving as Chair. We are still seeking a Vice-Chair.
4. 10:15 – 10:30 **2022 Transportation Alternatives Process Materials** *(Attachment)* — DISCUSSION — *Thera Black, PRTPO Coordinator*
   The TAC is asked to provide input on draft support materials for the 2022 Transportation Alternatives call for projects. The Board is expected to approve the call for projects in February for launch by month's end.
5. 10:30 – 10:45 **Rural Stormwater Resources and Pilot Program Opportunity** — BRIEFING — *Marty Allen, Skokomish Tribe*
   Marty Allen serves on the WSU Rural Stormwater Advisory Committee. WSU is developing resources for rural communities. It is focused specifically on rural stormwater management needs in the Clallam-Jefferson-Kitsap-Mason County area. Marty will update the TAC on the resources under development and opportunities to participate in related pilot programs.
6. 10:45 – 12:00 **Stormwater and NEPA Approval Changes in 2022** *(Attachment)* — WORK SESSION — *Melanie Vance, Environmental Manager, WSDOT Local Programs*

Work session will start after the regular business meeting, at about 10:45. Those attending just for the work session may want to login then.

A shift in how the National Marine Fisheries Service (NMFS) considers stormwater drainage to Puget Sound will change the NEPA consultation and approval process for local agency projects. These changes may add several years to the ROW or construction phases of projects.

Melanie Vance, Environmental Manager for WSDOT Local Programs, is working with local, state, and federal partners to understand the changes and what they mean for salmon and project delivery. She will take a technical deep dive into those changes and help local agencies evaluate potential effects on projects already in the pipeline and those on the horizon.

All agency staff are welcome to attend

Other Attachment
PRTPO 2022 Meeting Schedules

Join Zoom Meeting
https://us02web.zoom.us/meeting/register/tZUkc-6hqDIqEtKUwOWQrN-bx9COL4xs3VNl

Note: this link will take you to a simple registration page that goes straight into the meeting if it is underway, or creates a login link for you if you click on it early. If you have any questions please get in touch with Thera Black.

Peninsula Regional Transportation Planning Organization

TAC Meeting Summary

Meeting Location:

Remote Meeting via Zoom software per Washington Governors order #20-28-15 of the Open

Public Meetings Act and Public Records Act

November 18, 2021

Attendees

Technical Advisory Committee Member

Bek Ashby – Port Orchard, PRTPO Chair
Wendy Clark – Getzin – Jefferson County, TAC Chair
Dick Taylor – Port of Shelton
Steve Gray – Clallam County
Jayme Brooke – Jefferson Transit
Mike Oliver – Clallam Transit
Dennis Engel – WSDOT Olympic Region
Steffani Lillie – Kitsap Transit
Melisa Mohr – Kitsap County
Michael Bateman – City of Poulsbo
Amy Asher – Mason Transit
Ken Gill – City of Shelton
Ted Jackson – Port of Allyn
Chris Hartman – Port of Port Angeles
Marty Allen - Skokomish Tribe
Chris Hammer – City of Port Orchard
Loretta Swanson – Mason County

Staff/Guests

Thera Black, PRTPO Coordinator
Edward Coviello, PRTPO Coordinator

Welcome & Introductions

TAC Chair Wendy Clark-Getzin opened the meeting at 10:00 AM and initiated self-introductions.

Approval of the November 18th 2021 TAC Agenda and the September 16th TAC Meeting Minutes

The TAC approved, with a motion and seconded.

2021-2026 RTIP Amendment

Ed presented the Regional Transportation Improvement Program (RTIP) amendment. Marty Allen gave a detailed presentation of the sidewalk project connecting school facilities along SR 106. He noted the project is a Safe Routes to School Project. The TAC approved recommending the two RTIP projects to be brought before the December PRTPO Executive Board meeting

2022 TA Process Kick-off

Thera launched the TA process for 2022. She noted that the process in 2020 worked well and the PRTPO staff will use the same process in the spring of 2022. The timeline for the grant process is attached for members to use in building their applications.

There is about $415,500 available for apportioning to the TA funds to awarded applicants. Thera outlined the new Federal Transportation bill and that the additional funding will be rolled into the 2024 TA process as it takes time for the new Transportation bill funds to flow to the States.

Ms. Black provided guidance to the TAC about future funding efforts including the urban and rural targets. It was described that the urban rural split should not be a problem for the Region. However, this needs to be watched throughout the award process. The numbers for urban and rural will be available as the call for grants is announced in early 2022.

Kitsap County is not eligible as they go through the Puget Sound Regional Council.

Chair Clark-Getzin explained that the last round during the early stages of the COVID pandemic worked well.

Marty from the Skokomish Tribe asked about sources of information on the grant program. Thera provided the information on where to find the source.

Chair Clark-Getzin asked about the overall low amount of funding and if a funding cap is needed. Thera noted that it's up to the TAC about how to structure this. She noted that if an applicant asked for all of the funding the project would have to be supported by the PRTPO Board.

Wendy stated that the last application had a scalability element and Thera replied that this will continue unless the TAC would like to change this.

Much discussion followed.

Chair Clark-Getzin stated that the allocations from the last round of awards have not been released by the Federal Highway Administration yet for the next year. Thera noted that this was not discussed at the last TA award process.

Member Allen expressed that he likes the idea of one application per jurisdiction and Thera asked if the rules need to be changed for this or is the process self-regulating due to the low amount of funding.

The Chair asked for a motion to approve the process and Marty moved and seconded by Asher. The process was approved.

RTP Biennial Currency Review

The staff at the PRTPO is advising that the current Regional Transportation Plan (RTP) meets the needs of the Region and the State's RCW and WAC requirements. Ms. Black asked the TAC for comments and concerns from the TAC.

Marty Allen noted that if the Plan is current we should approve this item and address the Plan when needed. Mr. Allen made the motion and Bateman seconded. The motion passed.

Nomination of Officers for 2022-2023

The Chair described the duties of Chair to the TAC. Member Gill asked about the time commitment for being the Chair. Ken Gill is interested in the position. Member Allen expressed interest in the Vice Chair position. This will be brought back to the TAC in January 2022. Nominations will be open until that meeting.

PRTPO Legislative Priority – Efficient Use of Federal Funds

On November 4th, the PRTPO met with four State legislative members as part of the annual legislative outreach efforts from the UPWP.

The outcome of the meeting included the issue of Federal funds and how they are managed in the rural area of PRTPO. Specifically, the rules which if changed could reduce the burden on small governments. The rural urban split allocation was discussed and that the split is only required at the State level by the Federal government. It is not required at the regional level.

The second item discussed the need to allow for the Federal funds to be saved over several years rather than an annual obligation requirement. This is because the rural amounts are so low that the administration of the funds consumes more of the total project cost. This proposal recommends allowing for spending the funds ahead of the year they are obligated rather than saving past funding to prevent the State from missing its statewide obligation requirements.

There was also discussion about the de-federalization of funds for rural areas to improve the efficiencies of the funding. There are other rural RTPOs that are interested in looking into this. There are 15 other states that use this method to reduce burden on the state and local staff.

The PRTPO will brief the WSDOT staff on this matter looking for support and advice about how to proceed.

Executive Board Chair Ashby told the TAC that these ideas are not for the Kitsap County area as they go through the PSRC. She explained that the small amount of funding for the rural jurisdictions is of concern but that she wants to hear from the local staff members before trying to advance the ideas forward.

Loretta Swanson from Mason County expressed support given the administrational burden for a small amount of funding. She would like to see the funds spent more efficiently.

Steve Grey of Clallam County agreed with the Federal swap idea on the statewide basis. He noted that there was some degree of surprise by the legislators in attendance that the process wasn't fixed at the last session a couple of years ago.

Member Gill explained that the restrictions on the funding forces small jurisdictions to place the funding on NEPA exempt projects like paving maintenance. He expressed the need to allow for local crews to perform the work to reduce the cost of the projects. Chair Clark-Getzin provided a similar account especially when funds are turned back to the state and federal government. These requirements force over programing of funds to prevent the risk of giving the monies back; thus, increasing administrative costs to plan and program for more projects when only one will be delivered on time.

Thera asked the transit agencies to express their thoughts about this. Much discussion was followed about transits role in the STBG funding.

Member Mohr asked about the funding and Thera noted that it is for the STBG for rural counties only.

Chair Ashby explained that the PRTPO has an advisory role and is not a lobby organization. It is up to the members to champion the idea and move it forward. Chair Clark-Getzin concurred with this.

PRTPO Interactive RTIP Mapping Tool – Beta-Test Drive!

The TAC was briefed with the draft RTIP projects map. The draft map displays 2022 RTIP projects with secured funding. The TAC member provided comments and the PRTPO staff asked that comments be received by the next TAC meeting in January.

A comment was provided that project pictures can be added similar to Jefferson County's TIP map. The PRTPO staff indicated that this may be an option in the future as the map matures.

The staff will provide a briefing to the TAC at a future meeting and a link will be sent to the TAC to help with providing comments.

Member Updates

The federal transportation bill has been passed and Thera gave an overview. She will send out an overview for the FHWA elements of the bill. The 10-year time limit has been eliminated. Most of the

funding programs are the same and increases in funding will take time before it is known how much. The new program includes a carbon reduction program like the STBG program but it is not known how this will be handled. There is also more funding coming to the freight area and it will be sorted at the State in 2022. The PRTPO helped guide the local ports in developing their lists of projects and to look out for upcoming processes to guide state and federally funded projects. There is possible value for the Gorst project to enter into design.

The new (national marine fisheries) interpretation of storm water rules are coming down to a more strict measure of pollution. Thera will ask the EPA / FHWA to present to the TAC in January.

ADJOURN

11:58 a.m.

DISCUSSION ITEM

To: Technical Advisory Committee
From: Thera Black and Edward Coviello, PRTPO Coordinators
Date: January 13, 2022
Subject: **2022 TA Process Support Materials**

REQUESTED ACTION:

The TAC is asked to review and comment on draft materials to support the Transportation Alternatives 2022 call for projects that will get underway in late February.

Overview

In February the Executive Board will be asked to approve the launch of PRTPO's 2022 Transportation Alternatives (TA) call for projects, with an anticipated announcement no later than February 28, 2022. The process is based on the generally successful 2020 process. This extends to the supporting materials available to applicants, which were used as a starting point for the 2022 process.

Attached to this brief are working drafts of the two primary support pieces available to project applicants. The Application Guide is meant to help applicants understand the process and its constraints, and to develop a competitive application for consideration by PRTPO. The application itself will be a fillable form.

Throughout both attachments are a few questions for the TAC to consider, including:

- Do we want to change the language about no limit to number of applications submitted but just indicate the priorities? With less than $500,000 to award, should PRTPO be encouraging agencies to submit multiple applications for this very small pot of federal funds or just their highest priority project suitable for this revenue source?
- The application itself is four pages. Applicants are invited to submit up to five additional pages (in addition to vicinity map(s) and funding commitment letters). Is it appropriate to limit how much information is provided and if so, is five additional pages a good limit? This question is looking to balance the opportunity to provide information about each project with the burden on everyone reviewing all the materials presented.
- The TAC will have two weeks for initial individual review before the evaluation and ranking meeting. Should we encourage TAC members to submit any questions bubbling up from that initial review a day or two before the meeting so the applicants can come better prepared to answer your questions?

The application itself will be a fillable form. The attached draft is a mark-up of the 2020 form that will be the starting point for a new form. The fresh form will take care of the glitches we experienced in that first form. It will include a small number of content refinements responding to issues and recurring questions that popped up in the 2020 process, like an opportunity to identify estimated revenues by phase and to include project revenue that is neither grant nor match.

Your input is particularly helpful in updating these materials. TAC members worked with these materials more than anyone else in 2020, as applicants and/or reviewers. Your perspective and comments are valuable as we work to make the 2022 Call for Projects as efficient and effective as we can for applicants, reviewers, and administration alike.

This is also a good time for any other questions or process suggestions you have before details are finalized for Executive Board approval in February.

Attachments:

Draft TA Program Funding Application Guide for 2022 Call for Projects
Draft TA Project Application

For More Information:

Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org
Edward Coviello | 360.824.4919 | EdwardC@KitsapTransit.com

TRANSPORTATION ALTERNATIVES PROGRAM FUNDING
APPLICATION GUIDE FOR CY 2022 CALL FOR PROJECTS

PRTPO issued a Call for Projects for Transportation Alternatives (TA) program funding on February 28, 2022. PRTPO will award a minimum of $413,500 in funding attributed to fiscal years 2025 and 2026.

This Application Guide is intended to support applicants' understanding of the process and how to complete the TA application form. Detailed federal requirements regarding project and sponsor eligibility will be found in the Appendix. This is a federal funding program with requirements over which PRTPO has no control. Applicants are responsible for knowing if this is a suitable funding opportunity for their particular proposal.

If there are questions about PRTPO's 2022 Transportation Alternatives award process not addressed in this Guide, please contact:

Thera Black
PRTPO Coordinator
360.878.0353
TheraB@PeninsulaRTPO.org

Edward Coviello
PRTPO Coordinator, Lead Planning Agency
360.824.4919
EdwardC@kitsaptransit.com

KEY MILESTONES

28 Feb Launch Call for Projects. Distribute/post application packets

4 Apr Deadline for draft application review [optional application pre-submittal review (new)]

11 Apr Final application packets due (6 weeks)

2 May Final recording deadline/submittal deadline for project video presentations

5 May TAC members receive application packages and begin individual review process

19 May TAC conducts formal project evaluation and prioritization process and recommends TA awards to the Board

17 June Board considers TA applications, TAC recommendation, and awards funding to priority TA projects

Projects selected for funding will be identified in the appropriate year as funding secured projects in the local 2023-2028 TIPs under development at the time of project selection in June.

PROCESS FUNDAMENTALS

Available Funds

PRTPO will program at least $413,500 in FY 2025-2026 funds. Project awards are not constrained by annual funding amounts. This 2020 process does not commit post-2024 funds.

Funding Cap

There is no cap on the amount of funds that can be requested for a project. *Sponsors understand that it PRTPO's intent to generate as much regional benefit as possible with this investment.* The larger the funding request, the more value and regional benefit the project sponsor should expect to demonstrate in the proposal. At the same time, PRTPO recognizes that putting small amounts of federal funds on projects is inefficient. It is the Board's prerogative to award all TAP funds to a single project if, in its determination, that project is worthy of such an award.

DRAFT

Limit on Number of Proposals

There is no limit on the number of proposals that a single sponsor may submit, however, any sponsor submitting more than one project must indicate its own priority ranking of the proposals.

Check w/ TAC – We're not even talking about $500,000. Okay with limiting to 1 application per applicant?

Rural-Urban Balancing

As a final element in the project evaluation process, PRTPO may adjust priorities, if required, to achieve minimum levels of rural and urban funding distributions. Of the two-year allocation, WSDOT expects a minimum of $145,222 be awarded to projects in rural areas and a minimum of $108,468 be awarded to projects in urban areas. The following table summarizes total funding availability and WSDOT's minimum expected rural and urban distributions. PRTPO will seek to have these minimums waived in the interest of more responsible use of federal funds.

	TAP Funds Allocated to PRTPO			
	Total	**Rural**	**Urban**	**Anywhere**
FFY 2025	**$ 214,944**	$ 72,675	$ 54,282	$ 87,987
FFY 2026	**$ 198,548**	$ 72,547	$ 54,186	$ 71,815
Unprogrammed $$	**$ 413,492**	**$ 145,222**	**$ 108,468**	**$ 159,802**

Ability to Proceed in a Timely Way

Project sponsors are expected to provide realistic estimates of the proposed timeline, including when projects will obligate and get underway. Sponsors should indicate the realistic fiscal year that requested TA funds will be obligated. Project obligation is a time-consuming WSDOT process; applicants should be realistic about when projects will obligate. Funding recipients will participate in an annual status review of their projects.

Use of Federal Funds

Applicants seeking a TA grant should be aware of the complexities associated with using federal funds for project delivery and ensure this is the right funding source for the intended project before applying.

Contingency Awards

In addition to identifying projects to receive a confirmed award of TA funds, the Board may identify Contingency Awards. Contingency Awards specify how any additional funds available in this time-period should be allocated, or what project moves forward if a project selected for funding is unable to proceed as planned. Contingency Awards retain no special standing when the next Call for Projects is conducted in two years.

Next Call for Projects

It is PRTPO's intent to conduct another call for TA projects in 2024 with funding attributed to FFY 2027 and 2028, maintaining a biennial program with annual check-ins for all federally funded projects. Future processes will account for differences between actual and projected funding in earlier processes, rolling any actual funding increases or funding reductions associated with prior years into the next call for projects.

MINIMUM QUALIFYING REQUIREMENTS

To be eligible for consideration, each proposal will need to demonstrate the following:

- **Eligible Project Type**

All project types eligible for TA funding under federal law may be considered in this process. Eligible TA activities account for a wide range of project types. See Attachment A for the list of eligible project types.

- **Eligible Project Sponsor**

All entities eligible to receive TA funds under federal law are eligible to apply. Eligible project sponsors include municipalities, transit agencies, tribes, natural resource or public land agencies, non-profit entities responsible for local transportation safety programs, and regional planning agencies. State DOTs (and MPOs) are not eligible to apply for TA funds, but they can partner on project delivery.

- **CA Status or Sponsor**

Federal funds have special project administration requirements over which PRTPO has no control. Applicants must have Certification Acceptance (CA) status or provide evidence that WSDOT or another CA entity will oversee the project.

Important: Project sponsors who do not have Certification Acceptance (CA) status from FHWA are not disqualified. However, they must demonstrate they have obtained a commitment from WSDOT Olympic Region Local Programs or a CA agency to administer their project if awarded federal funds.

Please contact Bryan Dias at Olympic Region with any questions
360.357.2631 bryan.dias@wsdot.wa.gov

Non-CA project sponsors are advised to contact WSDOT or a potential CA administrator early in project development to make this commitment easier to obtain.

- **Minimum Match**

This is a reimbursement-type grant program with a minimum 13.5% match. This means that project sponsors are reimbursed for 86.5% of their expenses up to the total grant award. Match can come from local or state sources, or from federal BIA funds. Note that previously expended funds do not qualify as match.

- **Evidence of Project Standing**

Eligible proposals must advance a project, program, or service included in a locally adopted TIP, TDP, CFP, or regional plan, or that is explicitly identified in another public plan that has gone through a public input or review process. This helps to address needs vetted through a public process as well as ensure regional consistency with local plans.

- **Consistency with 2040 RTP**

Applicants are expected to describe briefly how their proposals support 2040 RTP goals and policies.

- **Public Access**

Project applicants certify that the proposed project will be open for general public access and benefit. Title VI Civil Rights reporting is required.

CONSIDERATION OF REGIONAL PRIORITIES

Due to the nature of this funding source, priorities are assessed through a multi-faceted review and evaluation process. Each project is evaluated on its own merits and in consideration of the wide range of benefits associated with different project types. The application offers applicants the latitude to explain unique merits of each proposed investment in a manner appropriate for that project type. There are also some universal factors that will go into determining regional priorities regardless of project type.

- **Feasibility of Proposed Project and Schedule**

Feasibility is an assessment of the complexity of the project compared to the proposed schedule and budget. Sections 2, 3, and 4 of the application provide important information for this assessment.

In addition, successful project delivery requires sufficient staff resources in light of other project delivery commitments an agency has already made and will have underway in the same delivery window. Applicants juggling multiple projects in the same time frame as the proposed project – especially if they are federally funded projects – should be prepared to explain how the proposed project can proceed without disrupting existing commitments.

- **Availability of Matching Funds**

In Section 2, applicants are asked to indicate the source(s) of matching funds, and whether those funds are secured (that is, budgeted or approved and ready to go) or unsecured (still need to be budgeted or obtained). Proposed matching funds that require the applicant to obtain a state grant to secure the funds are naturally a riskier proposition than proposals that have already secured local or state matching funds.

- **Over-Match**

The minimum required match for a TA grant is 13.5 percent. An applicant that commits more than the minimum 13.5 percent is demonstrating local commitment to that project and is helping to stretch limited resources further.

- **Partnerships**

Proposals with financial partners demonstrate buy-in from other entities and help to stretch limited TA funds. If applicants identify financial partners, they should include evidence of that commitment in the application materials. This can be in the form of a simple letter or an email from the responsible official with that funding partner.

- **Infrastructure "Shovel-Readiness"**

Section 4 of the application deals with Project Delivery and factors that make an infrastructure project "shovel ready." Infrastructure proposals for which all pre-construction work has been completed and environmental permits secured are considered "shovel-ready" infrastructure projects. From a grant-award perspective, there are multiple benefits to a shovel-ready infrastructure project over one that still has pre-construction work to do: public benefit sooner rather than later; vastly lower risk of project delays or cost overruns including environmental surprises that can create setbacks; and locally demonstrated progress on project delivery. These are not prevalent concerns with non-infrastructure projects.

Right-of-Way Certification While right-of-way (ROW) is an element of shovel-readiness, it has its own inherent risks. Proposals that entail ROW acquisition or are dependent upon its completion before the project can proceed to construction have inherently more risks to project schedule, viability, and cost than those that do not. Proposals that require right-of-way acquisition before obligating construction funding should demonstrate that the proposed schedule is realistic.

- **Scalability for Partial Funding**

Partial funding can be an option for projects with multiple phases or functional segments or elements. For example:

  - funding might be sought for the PE and CN phases of an infrastructure project, but the agency is willing to accept funding for only the PE phase rather than forego any funding
  - a proposal would repave a corridor segment from Point A to Point D but if not funded in its entirety, the agency is willing to accept funding for Points A to B rather than forego any funding
  - the project sponsor would like to fund a three-year program but is willing to accept funding for two years rather than forego any funding

Section 3 asks applicants to indicate whether their proposals are scalable. If so, please specify the funding amount and a logical segment or component that can proceed with partial funding if full funding is not available.

Project Evaluation and Ranking Process

Application Package

Check w/ TAC – appropriate? Right limit?

The complete application package consists of a pdf of the application form, vicinity map(s), CA sponsor letter (if applicable), funding partnership letter (if applicable), and up to five additional pages of project information that is not already presented in the application. These additional pages may include illustrations or design concepts, letters of support, specific excerpts from the originating plan or study, or any other info that will help reviewers to better understand and evaluate project benefits.

[New in 2022!] Applicants are invited to submit draft applications for pre-submittal internal review with the PRTPO Coordinators to ensure completeness and clarity of the application package and identify any potentially ineligible components or errors to correct before final submission. This allows project sponsors to make any corrections before the final application due date. Applications formally submitted by the due date are expected to be complete and correct and will be the basis for the formal review and prioritization process.

Applicants are also expected to prepare a short presentation video to augment their application package and enhance the review process. PRTPO Coordinators will schedule an appointment with all applicants submitting completed packages to make a recording of their proposal via Zoom. Alternatively, applicants may submit their own project videos of 3-5 minutes in length. Project videos will be included with application materials for project evaluation.

The rest of the review and all of the prioritization process is conducted by members of PRTPO. The TAC conducts the initial review and recommends a priority funding array to the Executive Board. The Board reviews the proposals and TAC recommendation before making its funding decision. Following are details of those two processes.

TAC Project Review and Prioritization Process

Projects undergo a multipart review before the TAC makes its funding recommendation to the Executive Board. The TA review will be conducted virtually via Zoom to facilitate participation by TAC members and applicants.

1. **Initial Review**
   By May 5, 2022, TAC members will receive an application package for initial review along with review guidance. Each member will be asked to individually review the application materials and videos and note any questions or follow-up information needed to understand the project proposals. A two-week window is scheduled for this prior to the TAC's full evaluation and prioritization meeting.

Check w/ TAC – provide applicants ahead of time with preliminary questions or just on the fly?

2. **Prioritization and Funding Recommendation**

   The TAC's evaluation process will begin with a general discussion of the projects and materials received for review. This is an opportunity for TAC members to talk with project sponsors about any questions that came up during their individual reviews. The objective is for every member of the TAC to be clear on what each proposal entails, the likely benefits it will generate, the cost and funding ask, and the overall project feasibility and suitability as described before the evaluation and prioritization gets underway.

   TAC members will use a Pairwise forced choice model to evaluate and rank the applications. The Pairwise model compares every proposal to every other proposal, resulting in a composite score from high to low of the relative priorities. This will be used to build consensus on rank order priorities. The TAC's final recommended funding array will rely on rank priorities but may entail adjustments based on funding limitations or unique factors identified in the review process.

   Documentation of the TAC prioritization and funding recommendation process will summarize the process and highlight any notable issues, opportunities, or points of dissent. The TAC's recommended funding array and process documentation will be forwarded to the Board for its consideration.

Executive Board Project Review and Funding Action

The Board will conduct its own review of the applications, relying heavily on the TAC vetting and prioritization process to inform its discussion. The Board review package will include a summary matrix of the TAC's evaluation process and funding recommendation with any key findings or considerations as well as a complete package of proposals with video links.

The Board will consider the TAC's recommendation in its discussion as well as any other policy considerations that may be warranted in its determination of funding awards. The Board will take action to award a minimum of $413,500 to priority TA program projects and identify a list of contingency projects to proceed if selected project(s) are delayed.

Completion of 2022 Funding Process

The Board will make its funding decision on June 17, 2022. This allows time for local agencies awarded funding to include newly secured projects in their 2023-2028 TIPs and the draft 2023-2026 RTIP. For that reason, it is advantageous for these projects to be included in draft TIPs as planned projects when local TIPs are developed for public review and adoption in the spring.

Project award letters will be sent to grant recipients after the Executive Board's funding decisions are complete.

Further Notes on Completing the 2022 TA Application

- Some sections of the application request information pertaining to infrastructure projects and to non-infrastructure projects. Applicants should complete the information relevant to their project type and leave the other fields blank.
- The application should be signed by someone with the authority to commit the sponsor to delivering the project on the terms described in the proposal. This person will be different in different agencies, but it regularly includes the mayor or city manager, the city engineer or public works director, or the General

Manager. While a scanned and signed signature page or a digitally signed page is preferable, it is acceptable to simply type in the name with that person's approval.

- Three PRTPO plans have particular bearing on this call for projects and are linked below.
    - PRTPO Regional Transportation Plan 2040 is PRTPO's recently adopted long-range plan. Applicants are asked to briefly speak to the ways that their project proposals support the goals and policies of the RTP.
    - Peninsula Regional Non-Motorized Connectivity Study**,** adopted in January 2019, provides useful information on system needs and strategies to improve multimodal connectivity. This information may have bearing on some project types.
    - The 2019 Human Services Transportation Plan, while less narrowly focused than the Non-Motorized Connectivity Study, may have value for some types of projects or demonstrating the need associated with a proposed project. Like the other two plans, it is available on the PRTPO website.

Add hyperlinks to final draft

APPENDIX A

TRANSPORTATION ALTERNATIVES PROGRAM – FEDERAL REQUIREMENTS

The Transportation Alternatives program is a federal funding program. There are federal rules governing eligible project types and applicants, rules over which PRTPO has no control. This attachment identifies eligibility requirements and includes FHWA responses to some frequently asked eligibility questions.

ELIGIBLE PROJECTS (23 U.S.C. 133(h)(3))

1. Transportation Alternatives as defined in section 101 [former 23 U.S.C. 101(a)(29)] includes any of the following activities:

    A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

    B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

    C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

    D. Construction of turnouts, overlooks, and viewing areas.

    E. Community improvement activities, *which include but are not limited to*:

        i. inventory, control, or removal of outdoor advertising;

        ii. historic preservation and rehabilitation of historic transportation facilities;

        iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and

        iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.

    F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:

        i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or

        ii. (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats (Former 23 U.S.C. 213(b)(2)-(4)).

2. The recreational trails program (RTP) under 23 U.S.C. 206 of title 23. See the Recreational Trails Program section.
3. The safe routes to school program (SRTS) eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
    - Infrastructure-related projects.
    - Non-infrastructure-related activities.
    - SRTS coordinator. SAFETEA-LU section 1404(f)(2)(A) lists "managers of safe routes to school programs" as eligible under the non-infrastructure projects.
4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
    - See *Boulevards from Divided Highways* for examples.

NOTE: TA projects must benefit the general public (23 CFR 1.23 and 23 CFR 460.2).

Not Eligible: TA Program funds cannot be used for the following activities:

- State or MPO administrative purposes. Exceptions:
    - See FHWA's Memo Allocating Indirect Costs to Projects, dated September 4, 2015.
    - Regional Trails Program (RTP) administrative costs of the State for RTP program funds.
- Promotional activities, except as permitted under the SRTS (2 CFR 200.421(e)(3)).
- Routine maintenance and operations, except trail maintenance as permitted under the RTP.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.

Location: There are no location restrictions for TA infrastructure projects; they are not required to be located along highways.

For SRTS non-infrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (Kindergarten through 8th grade). Other eligible Safe Routes to School non-infrastructure activities do not have a location restriction. SRTS infrastructure projects do not have location restrictions because SRTS infrastructure projects are broadly eligible under other TA program eligibilities.

ELIGIBLE ENTITIES (23 U.S.C. 133(h)(4)(B))

Under 23 U.S.C. 133(h)(4)(B), the entities eligible to receive TA program funds are:

1. a local government: Local government entities include any unit of local government below a State government agency, except for an MPO. Examples include city, town, township, village, borough, parish, or county agencies.
2. a regional transportation authority: Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
3. a transit agency: Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
4. a natural resource or public land agency: Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
    - State or local park or forest agencies;
    - State or local fish and game or wildlife agencies;
    - Department of the Interior Land Management Agencies; and
    - U.S. Forest Service.
5. a school district, local education agency, or school: School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.
6. a tribal government.
7. a nonprofit entity responsible for the administration of local transportation safety programs: Examples include a nonprofit entity responsible for:
    - a local program implementing construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and
    - a safe routes to school program.
8. any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails (other than an MPO or a State agency) that the State determines to be eligible, consistent with the goals of this subsection.

State DOTs and MPOs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors for TA program funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.

Nonprofit organizations are not eligible as direct grant subrecipients for TA program funds unless they qualify through one of the eligible entity categories (e.g., where a nonprofit organization is a designated transit agency,

school, or an entity responsible for the administration of local transportation safety programs). Nonprofit entities are eligible to partner with any eligible entity on an eligible project, if State or local requirements permit.

Federal Regional Trails Program funds retain the RTP eligible project sponsor provisions under 23 U.S.C. 206 (23 U.S.C. 133(h)(5)(C)).

FHWA RESPONSES TO COMMON ELIGIBILITY QUESTIONS AND ANSWERS

FHWA offers responses to the following questions relating to project eligibility. Note that eligible TA program projects must be sponsored by an eligible entity and selected through the competitive selection process.

Archaeological Activities: What archaeological activities are eligible?
Archaeological activities must relate to impacts from implementation of a transportation project eligible under title 23 (Former 23 U.S.C. 101(a)(29)(E)(iv)).

Bike Sharing: Are bike sharing systems eligible?
Yes. Bike sharing systems are eligible for Federal-aid Highway Program funds, under several Federal-aid programs, including the STBG and TA program. In addition to bike sharing docks, equipment, and other capital costs, FHWA funds may be used to purchase bicycles that are integral to a bike sharing system. Federal-aid Highway Program funds cannot be used for operational costs (Former 23 U.S.C. 101(a)(29)(A) and (B)).

Historic Preservation: What historic preservation projects are eligible?
Historic preservation activities are limited to historic preservation and rehabilitation activities relating to historic transportation facilities. Operation of historic transportation facilities is not eligible (Former 23 U.S.C. 101(a)(29)(E)(ii)).

Land Acquisition: Is land acquisition eligible?
Land acquisition is allowed for eligible TA projects, such as right-of-way or easements for pedestrian and bicycle projects; turnouts, overlooks, and viewing areas; historic transportation facilities; or environmental mitigation. FHWA's Real Estate Guidance for Enhancement Projects is a useful resource to address real estate and property management issues. However, MAP-21 eliminated eligibility for acquisition of scenic easements and scenic or historic sites (including historic battlefields), scenic or historic highway programs (including tourist and welcome center facilities), or museums.

Landscaping: Is landscaping and scenic enhancement eligible as an independent project?
Under the "community improvement activities" category, projects such as streetscaping and corridor landscaping may be eligible under the TA Program if sponsored by an eligible entity and selected through the required competitive process. Landscaping and scenic enhancement features, including junkyard screening and removal under 23 U.S.C. 136, may be eligible as part of the construction of any Federal-aid highway project, including eligible TA-funded projects (23 U.S.C. 319).

Lighting: Is lighting eligible?
Yes. Lighting is eligible for bicycle and pedestrian facilities and may be appropriate as part of other eligible categories. Project sponsors should consider energy-efficient methods and options that reduce light pollution (Former 23 U.S.C. 101(a)(29)(A)).

Planning: Is planning eligible as an independent TA program project?
Yes. Planning for pedestrian and bicycle activities is eligible as an independent project. Former 23 U.S.C. 101(a)(29) did not specify if "construction, planning, and design" limits planning to a component of a project, or whether planning may be an independent project related to eligible projects. Title 23 has sections that use "and" to describe both related and unrelated types of activities, therefore FHWA believes that section 101(a)(29) supported both planning components and independent planning projects.

Resilience: Are resilience improvements eligible?
Making transportation systems more resilient to changing environmental conditions is an important aspect of maintaining a state of good repair. Federal-aid highway planning and projects, including activities funded via the TA Program, may include climate and extreme weather resiliency elements to make transportation systems more reliable. For further information, please see FHWA guidance Eligibility of Activities to Adapt to Climate Change.

Road Diets: Are road diets eligible?
Road Diets are among FHWA's Proven Safety Countermeasures. If work to benefit activities eligible under the TA program that are associated with a road diet (such as widening sidewalks or installing separated bike lanes) would require incidental highway reconstruction, then TA Program funds may cover those costs (Former 23 U.S.C. 101(a)(29)(A) and (B)).

Safety Education Activities: Are safety education activities eligible?
Safety education activities are eligible for TA program funds if they are eligible as SRTS projects, targeting children in Kindergarten through 8th grade (Former 23 U.S.C. 213(b)(3)). STBG funds may also be used for carrying out non-construction projects related to safe bicycle use under 23 U.S.C. 133(b)(6) and 217(a).

Turnouts: What is eligible under "construction of turnouts, overlooks, and viewing areas"?
The activity "construction of turnouts, overlooks, and viewing areas" may use the criteria for "scenic overlooks" described in 23 CFR 752.6: "Scenic overlooks may provide facilities equivalent to those provided in safety rest area[s]" described in 23 CFR 752.5 (Former 23 U.S.C. 101(a)(29)(D)).

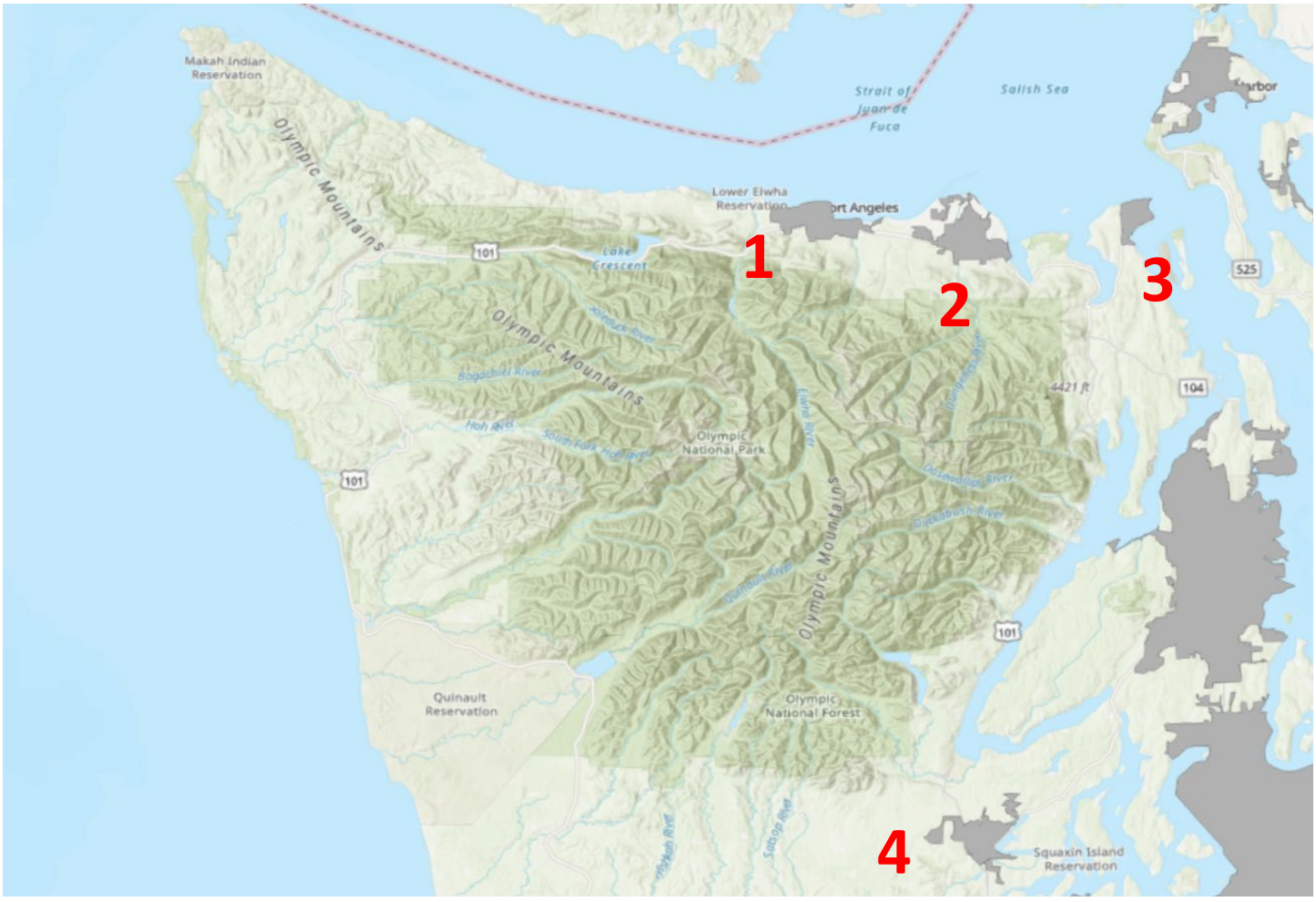
Utilities: Is utility relocation eligible?
Utility relocation that is necessary to accommodate an eligible project may be eligible for Federal reimbursement only if permitted under State law or policy.

APPENDIX B

Federal Urban – Rural Designations

Applicants are required to identify whether their projects are located in an urban area or a rural area. These designations are not the same as Washington's urban-rural areas. Urban growth area boundaries should not be used to determine urban-rural designation.

The map below shows the four federally designated urbanized areas in Clallam, Jefferson, and Mason Counties. Note that projects located in Kitsap County are accounted for in a different process.



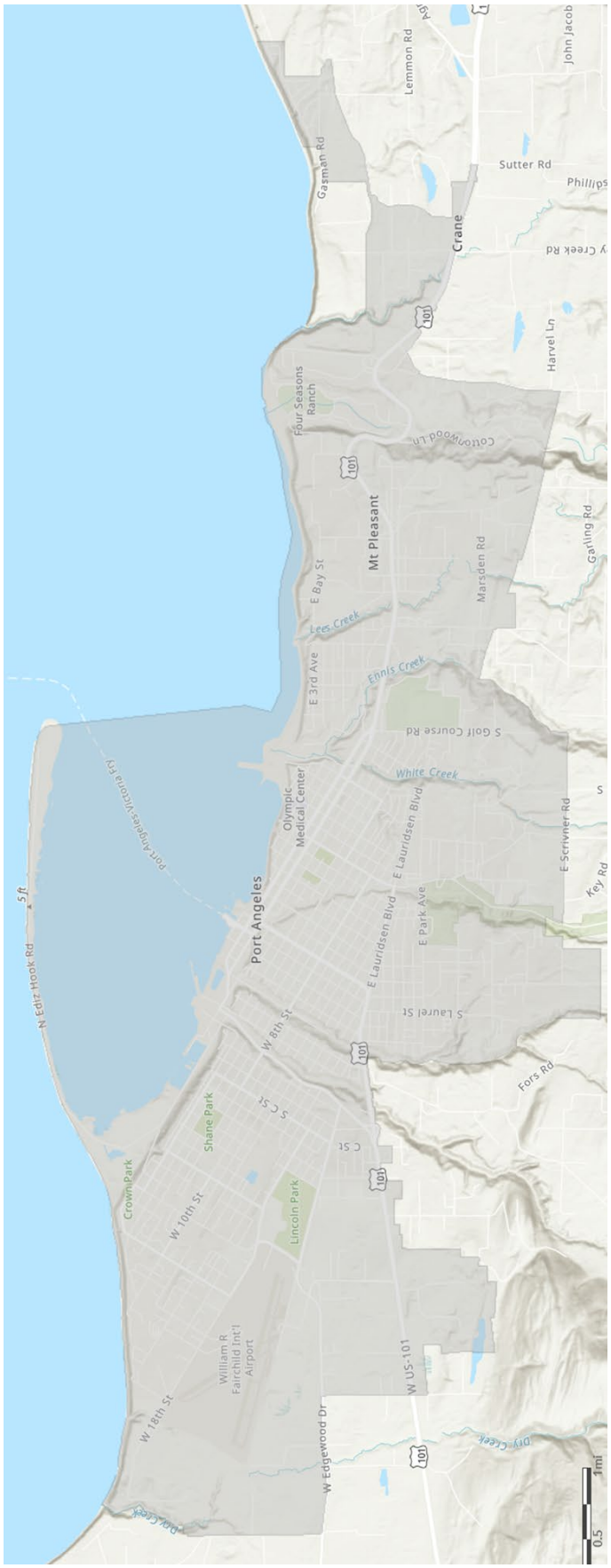
A close-up of each area follows, corresponding to the numbers above, providing more detail as to the exact location of urbanized area boundaries used by Local Programs to determine urban or rural designation.

Maps were obtained from WSDOT map server, at the following address:

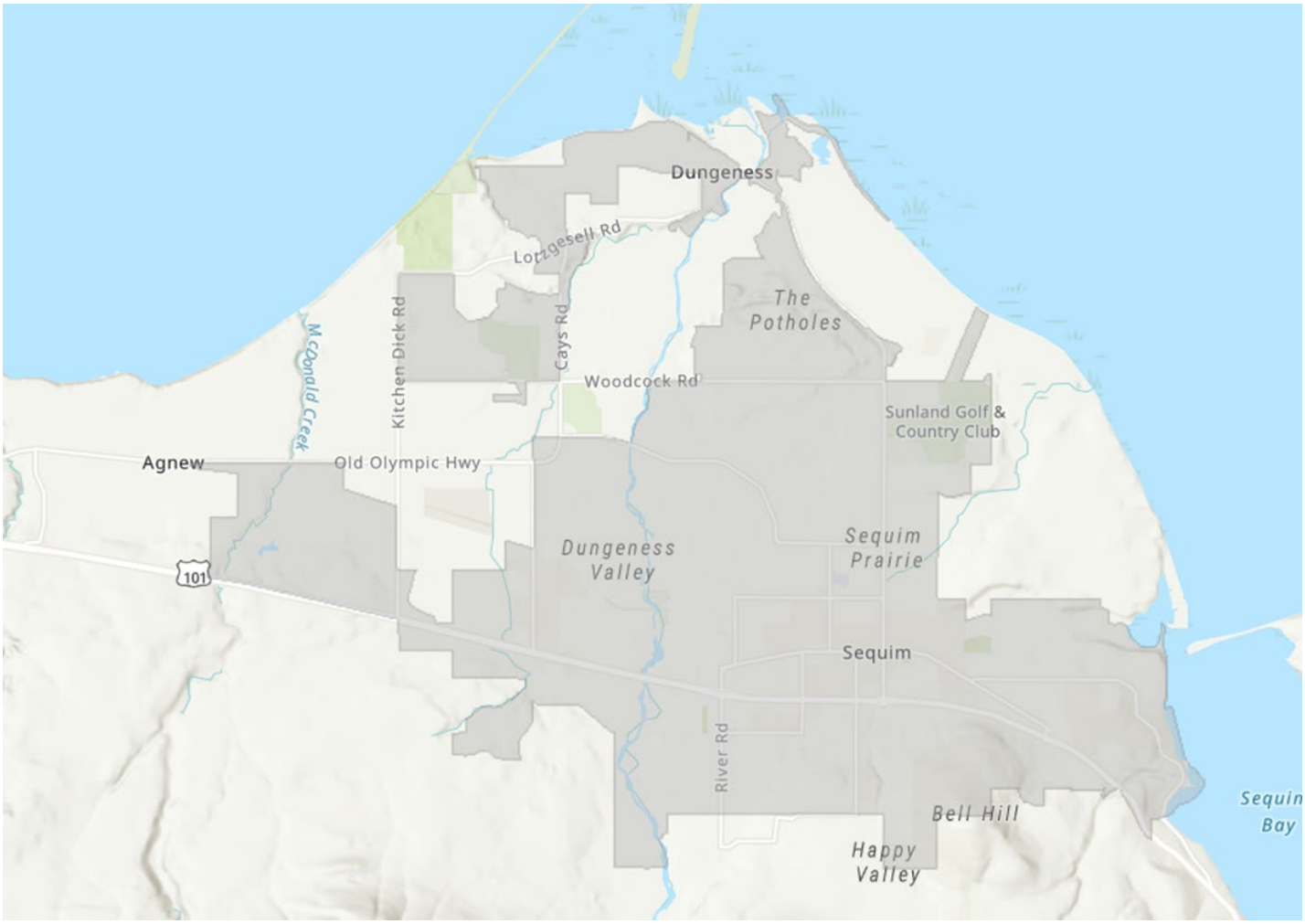
http://data.wsdot.wa.gov/arcgis/rest/services/Shared/HighwayUrbanUrbanized/MapServer

1. Port Angeles Urbanized Area

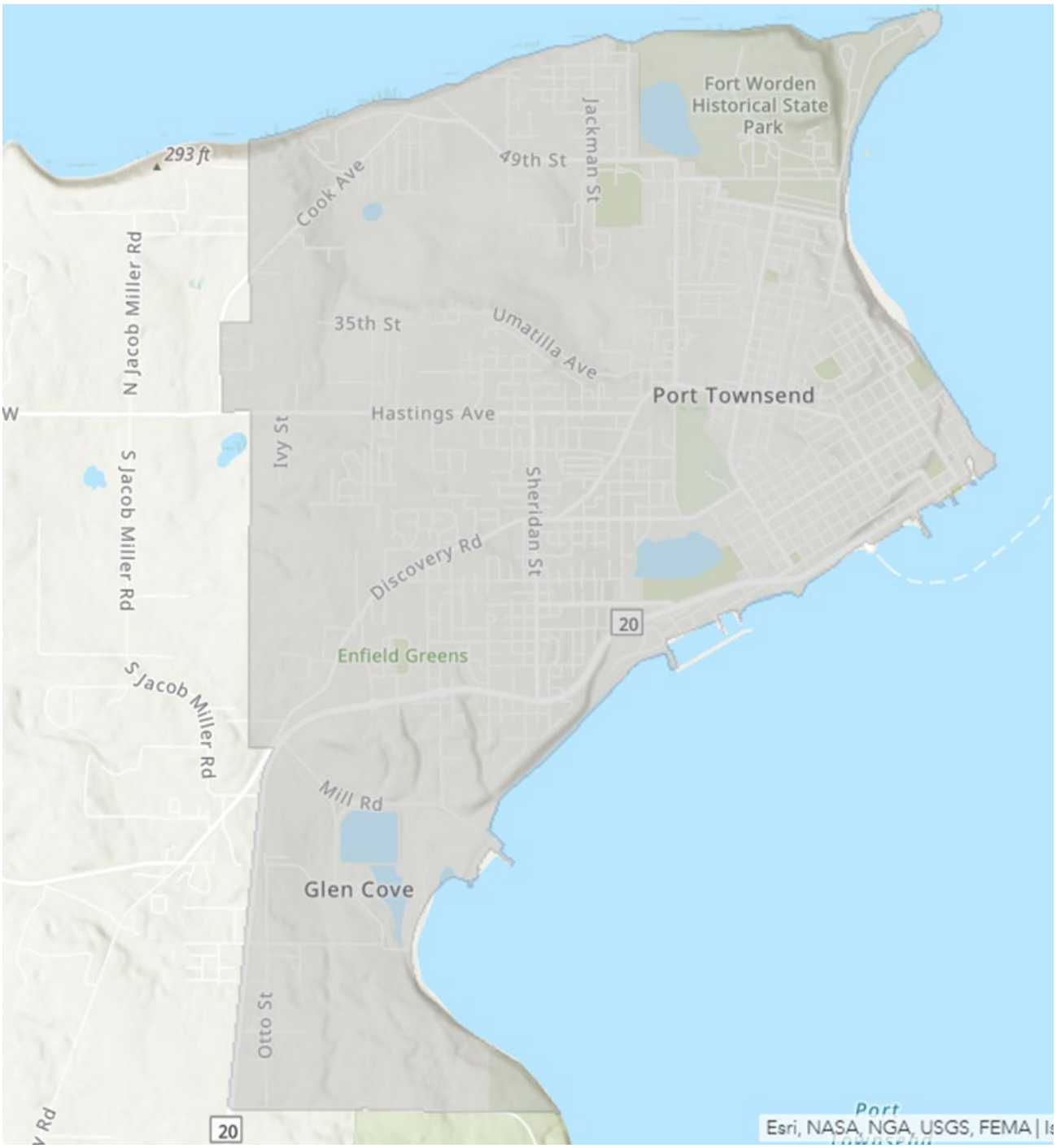
Rotate view



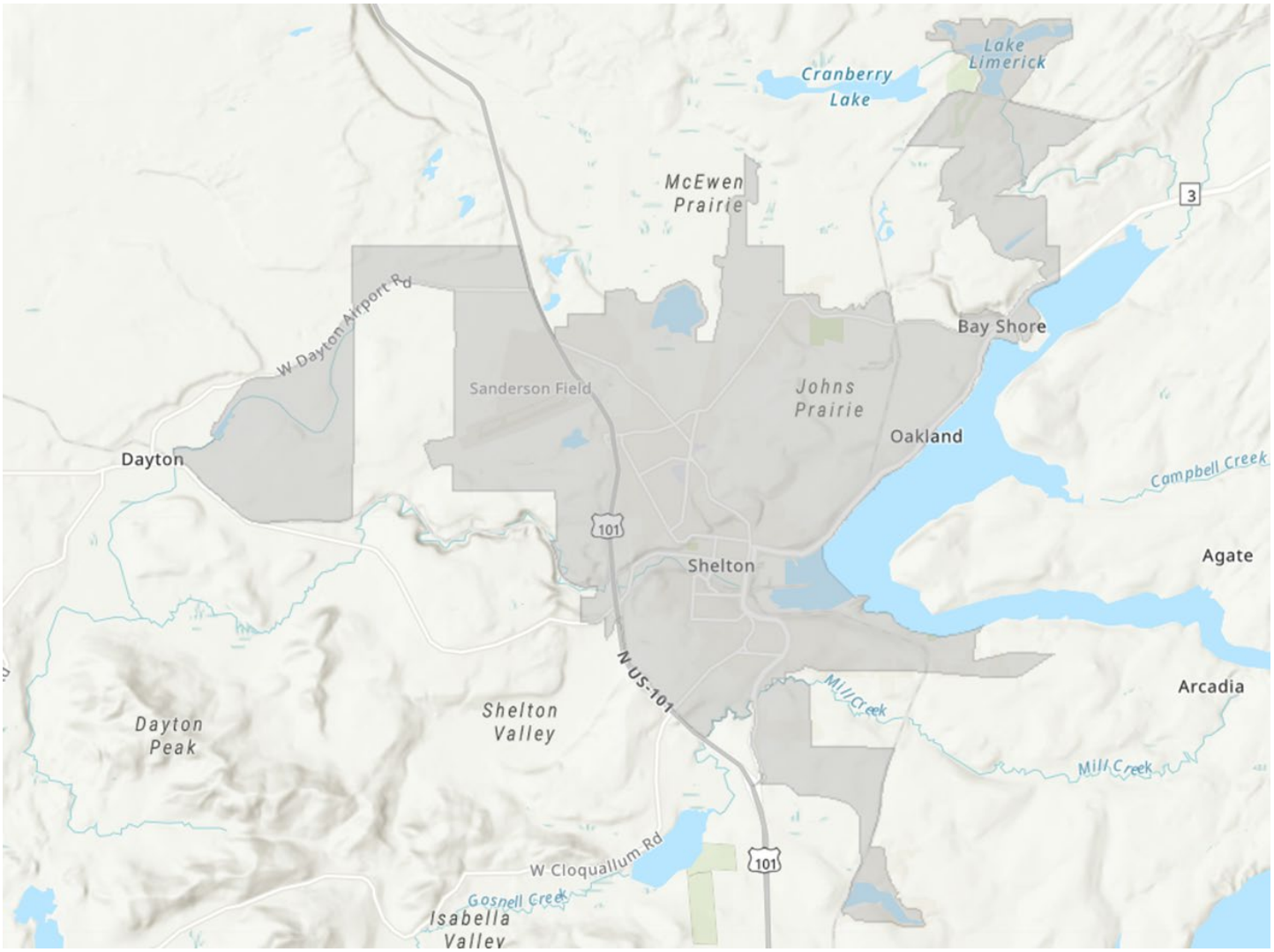
2. Sequim Urbanized Area



3. Port Townsend Urbanized Area



4. Shelton Urbanized Area



APPENDIX C

PAIRWISE RANKING ILLUSTRATION

	Project A	Project B	Project C	Project D	Project E	Project F	Project G	SCORE	RANK
Project A		0	1	1	0	0	1		
Project B	1								
Project C	0								
Project D	1								
Project E	1								
Project F	1								
Project G	0								

A Pairwise process compares every application to every other application. It allows for the comparison of different project types.

a. In a Pairwise evaluation, Project A is compared to Project B, and determination is made as to which is the higher priority. In this example, Project B is the higher priority. That means Project A gets a 0 in the Project A row. Project B gets a 1 in Project B row in the column under Project A.
b. Project A is then compared to Project C. In this example, Project A is the higher priority and so it gets a 1 in the column under Project C. Accordingly, Project C gets a 0 in its row under Project A.
c. In the next example, Project A is compared to Project D and after some discussion they are found to be equally important. Both projects get a 1 in their respective columns.
d. Project A continues to be compared to all the other projects with commensurate “1” or “0” scores awarded across the Project A row and corresponding projects under the Project A column.
e. This process continues for each row of projects until each has been compared to the rest.

High scores at the end indicate higher priorities.

This is a comparison model frequently used by WSDOT to evaluate alternatives or options. It facilitates the evaluation of differing kinds of projects such may be generated in a Transportation Alternatives call for projects.

- Limit length of form fields to eliminate expanding fields.
- Fix glitches in form auto-fill fields.

PRTPO 2022 Call for Projects

Internal Use

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title:

Project Sponsor:

Contact Person: *Title:*

Phone Number: *Email Address:*

Project Co-Sponsor:
(only if applicable)
Contact Person: *Title:*

Phone Number: *Email Address:*

1. PROJECT SUMMARY

Transportation Alternatives Project Type – Primary and Secondary Functions:

*Select one box in **Column 1** that best reflects the **primary project type.***

*Select all boxes from **Column 2** reflecting **other TA elements** of the project.*

See page x of the Application Guide for full descriptions of eligible project types.

	1	2
A. Provision of facilities for pedestrians and/or bicycles.	◯	☐
B. Infrastructure projects that support safe routes for non-drivers	◯	☐
C. Conversion and use of rail corridors for non-motorized travel	◯	☐
D. Construction of turnouts, overlooks, and viewing areas	◯	☐
E. Community improvement activities (explain details later)	◯	☐
F. Mitigation to address stormwater, wildlife mortality, or habitat connectivity	◯	☐
G. Recreational Trails Program defined under 23 USC 206 of Title 23	◯	☐
H. Safe Routes to School infrastructure project	◯	☐
I. Safe Routes to School non-infrastructure project	◯	☐
J. Creation of boulevards within ROW of divided highway	◯	☐

Summary Description: *Provide a short summary of the proposal, the need it addresses, and the anticipated benefits (approx. 100 words). Also provide a general location of the proposed facility or service. This will be used in future summaries of the project and process. A more expansive project description is found in Section 2.*

General location of facility or service:

Summary Financial Information: *Detailed financial information is found in Section 3.*

Total Project Cost

TA Funds Requested

Matching Funds

Effective Local Match 0%

Is this a multi-phase project? ◯ Yes ◯ No

Is this project scalable? ◯ Yes ◯ No

Proposed Obligation Year (FFY 2025, 2026)

Local Priority: Can this section be eliminated?

Is the Project Sponsor submitting more than one application? ◯ Yes ◯ No

If yes, please indicate the local priority rank of this proposal.

◯ 1st Priority
◯ 2nd Priority
◯ 3rd Priority
◯ Contingency List

Application:

2. DETAILED PROJECT DESCRIPTION

Project Location: *Complete for appropriate project type. Attach an 8 ½ x 11 map depicting the project location and vicinity.*

Infrastructure Projects

Facility and termini: _____

Total length: _____

Non-Infrastructure Projects

Location / Extent of Project: _____

Project Duration *(if applicable)*: _____

Will still collect this info, just not be constrained by it

Is this project located in a Census urbanized area, or in a rural area?
See maps in the Application Guide for assistance.

◯ Urban Area ◯ Rural Area

Project Narrative: *Provide a detailed explanation (~ 300 words) of the proposed project, the need that it addresses, the anticipated benefits it is expected to provide, and the system users it is expected to serve. If appropriate, reference any preceding work that this builds upon or leverages or conversely, opportunities it will cue up. If appropriate, describe the role of the project co-sponsor or other partners. Provide sufficient detail to ensure compliance with project eligibility requirements specified in 23 USC 133(h)(3), which are found on page xx of the Application Guide.*

Evidence of Project Standing: *Identify the public plan(s) or program(s) from which this project was drawn. This may be a PRTPO plan or local or state plan, but it should have undergone some prior public review. This may be the RTP, a TIP or CFP, a sub-area or corridor plan, a Transit Development Plan, or any other plan or program developed with public input or review opportunities.*

Support for Regional Transportation Plan 2040: *Briefly explain how this project supports RTP 2040.*

Application:

3. DETAILED FINANCIAL INFORMATION

Project Costs by Phase: *Complete the section for your project type. Specify costs only for the project phase(s) directly associated with this proposal. Do not include costs for prior or subsequent phases of work.*

Infrastructure Projects

- Preliminary Engineering/Design
- Right-of-Way Acquisition
- Construction

Non-Infrastructure Projects

- Program/Services, Action, Study
- Other Project Delivery Costs

Total Project Cost *Sum of all costs above* $ 0

Combine these two sections to show cost and revenue estimates by phase. Add additional line for project revenue not counted as part of match (eg FLAP, partner)

TA Funding Request and Matching Funds:

TA Funding Request	$ 0	
Matching Funds	$ 0	Effective Match Rate: 0%
Total Project Revenue	$ 0	

Source and Availability of Matching Funds *If match includes revenues from a project partner, please provide a letter of funding commitment from that organization.*

Revenue Source	Amount	Secured	Unsecured
_____		◯	◯
_____		◯	◯
_____		◯	◯

If there are any constraints or special considerations about the matching funds, please explain:

Year of Obligation Commitment: *Applicant commits to obligating the project by August 1 of indicated fiscal year.*

The first phase of this project will obligate no later than August 1 of _____

(If applicable) The next phase will obligation no later than August 1 of _____

Add question: Would you obligate earlier if an option?

Note: any successful project applicant failing to meet the Obligation Deadline committed to above risks having awarded funds transferred to another regional project that is ready to proceed, delaying or possibly jeopardizing project funds. Applicants should present realistic obligation timeframes in this proposal and keep PRTPO apprised of any unexpected issues that may cause future schedule delays.

Project Scalability: *This refers to the ability of the applicant to accept partial funding and still complete functional segments or elements of this project as described.*

Is this project scalable? ◯ Yes ◯ No

If yes, what is a lower amount of TA funds that would still be useful?

Explain effects of lower funding on project delivery and how reduced funding can be accommodated within the project phasing, extent, schedule, or duration. How would this change the project?

4. PROJECT DELIVERY INFORMATION

a. Is preliminary engineering and design complete, or not needed? ◯ Yes ◯ No

b. Does this project require right-of-way acquisition? ◯ Yes ◯ No

c. Does this project require an environmental approval? ◯ Yes ◯ No

If yes, what type of approval will be required?

d. Does the applicant have other federal projects underway? ◯ Yes ◯ No

Revamp this to be specific for CN phases only. Is it CE/DCE? If not, what and expected completion? If already have RW, is it certified?

Application:

5. CERTIFICATION ACCEPTANCE (CA) STATUS

All projects must have a designated CA representative who will oversee project delivery. This is a federal requirement over which PRTPO has no control. An agency without CA status itself must secure approval from an agency that does have CA status to administer the project. See page x in the Application Guide for information on how to obtain a CA administrator.

Check one:

- Applicant is a CA agency
- Applicant has obtained a CA administrator



Attach a letter or email confirming CA sponsor

CA Agency:

CA Agency Representative:

6. PROJECT ENDORSEMENT

Briefly explain why this project is worthy of a PRTPO award of Transportation Alternatives funding. This is an opportunity to identify any other contributing factors that make this a priority project. It may include such things as community support, unique timing or partnership opportunities, completion of a gap in the system, or other such considerations that the applicant feels should be considered when evaluating the merits of this project and which are not addressed elsewhere. (approx. 100 words)

7. APPLICATION AUTHORIZATION AND APPROVAL

To be completed and approved by the representative authorized to bind the funding application.

This proposal accurately represents a high priority project that is consistent with and supports the PRTPO Regional Transportation Plan. The project is derived from a prior local or regional plan or process in which the public was invited to participate.

Costs reflect the most current planning level estimates of what is needed to accomplish the work described. The project as described is financially feasible. Match revenue as described will be committed to the project if it is awarded TA funds. The obligation commitment reflects a realistic schedule that we will adhere to. I am aware that failure to meet the obligation deadline may result in funds being reallocated to a different project, possibly resulting in delays or a loss of funding to this project.

I realize the use of federal funds entails administrative and project compliance requirements over which PRTPO has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements and are deemed to be feasible in light of those requirements. PRTPO is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

This project has the full support of the governing / leadership body of this organization. I approve its submittal to PRTPO for consideration of an award of Transportation Alternatives funding.

Set up form for electronic signatures

_____ _____

Signature *Date*

_____

Name, Title

Please email completed application packets to Thera Black at TheraB@PeninsulaRTPO.org
Applications are due by 5:00 pm on Friday, April 11, 2022

WORK SESSION

To: Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: January 13, 2022
Subject: **Stormwater and NEPA Approval Changes in 2022**

REQUESTED ACTION:

No action is requested. This is a technical work session. TAC members are welcome to invite other staff to attend.

Overview

At the November MPO/RTPO/WSDOT Quarterly Meeting we received a briefing from Melanie Vance about changes underway in how the National Marine Fisheries Services (NMFS) is considering the effects of stormwater runoff on salmon habit. Even in this high-level overview it was clear these changes could have far-reaching implications for many local agency projects across the region that receive federal funding, including roadway, trail and sidewalk, and transit facility projects. We reached out to Ms. Vance, who graciously agreed to meet with the TAC and other colleagues in a technical work session geared towards the environmental review and project delivery needs of local agency projects that may be affected by these changes.

In its Fall 2021 Newsletter, Local Programs noted that recent non-concurrence letters they and FHWA received "indicate that any existing stormwater discharge to surface water with salmonids will now be considered an adverse effect to ESA-listed species…Better than baseline is not necessarily 'no effect.'" They go on to say that local agency projects adding "new pollution generating impervious surfaces (PGIS) which discharge to surface waters with salmonids can expect lengthy ESA consultations. NEPA cannot be approved until this process is complete." They advise local agencies to expect delays in obligating right of way and/or construction phases, with formal consultations for all projects that discharge stormwater into surface waters draining to waters with ESA-listed species.

Ms. Vance will provide an overview of the science and context behind the changes and what it will mean for agencies when planning and delivering their projects. She will field questions and help members look at the ramifications for their projects in an effort to minimize unexpected delays in the environmental approval process.

This topic may have relevance to various people in your organization. Please feel free to invite others to join the TAC meeting and participate in the work session using the link in the agenda packet.

For More Information:

Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org
Melanie Vance, WSDOT Local Programs | 360.705.7376 | VanceM@wsdot.wa.gov

PRTPO 2022 MEETING SCHEDULE

PRTPO.org

EXECUTIVE BOARD 2022 Meeting Schedule

February 18
April 15
June 17
August 19
October 21
December 16

The Executive Board meets on the 3rd Friday of alternating months from 10:00 – 12:00, beginning in February

TECHNICAL ADVISORY COMMITTEE 2022 Meeting Schedule

January 20
March 17
May 19
July 21
September 15
November 17

The TAC meets on the 3rd Thursday of alternating months from 10:00 – 12:00, beginning in January

Note: The first few meetings of the year will be remote. When conditions improve, PRTPO will re-introduce in-person meetings for select meetings throughout the year, though the majority will continue to be conducted via Zoom. Remote meeting access minimizes impacts that time and distance have on regional participation while in-person meetings provide more opportunity for relationship building. PRTPO will strive for the right balance between these two formats.

Agenda packets are sent out one week before meetings, at which time they are also available for download from the Meetings page of the PRTPO website.

Broadening our communication outreach.
Do you know someone who would benefit from occasional updates on PRTPO activities? Let us know. Several members have identified staff and other colleagues to receive updates when we send out information. If you want us to add someone to PRTPO's general information list, please send us a name and email address.

Your PRTPO Coordinators:

Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

Edward Coviello | 360.824.4919 | EdwardC@KitsapTransit.com