



## Puget Sound Regional Council

### **Executive Board - *revised***

Thursday, March 24, 2022 • 10:00 AM – 12:00 PM **[note MEETING EXTENDED]**

Hybrid Meeting • PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle 98104

The meeting will be streamed live over the internet at [www.psrc.org](http://www.psrc.org).

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#### **Attend, watch or listen**

Members of the public can attend meetings at PSRC's offices, watch the meeting live at <https://www.psrc.org/boards/watch-meetings>, or listen by phone 1-888-475-4499, Meeting ID: 822 7602 7606, Passcode: 117848

PSRC's office is open to the public for board meetings. PSRC will continue to monitor public health guidance from the Washington State Department of Health and Seattle-King County Public Health Officer. Should there be any major changes to guidance, this meeting may be held virtually only.

#### **Provide public comment**

PSRC's boards value public comment. Members of the public may provide public comment in multiple ways:

- Written comments may be submitted via email to [srogers@psrc.org](mailto:srogers@psrc.org) by 8:00 am the day of the meeting. Comments will be emailed to board members. Comments received after that deadline will be provided to board members after the meeting.
- Public comment may be made via Zoom or by phone. Registration is required and closes at 8:00 am the day of the meeting. Late registrations will not be accepted. [Register here](#). You will have 2 minutes to address the board.
- Public comment may be made in person at PSRC's office.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#). For further information regarding public comment, see our [website](#).

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- 1. Call to Order and Roll Call (10:00) - Councilmember Claudia Balducci, President**
- 2. Communications and Public Comment**
- 3. President's Remarks**
- 4. Executive Director's Report**
- 5. Committee Reports**
  - a. Operations Committee - Mayor Becky Erickson, Vice President
- 6. Consent Agenda (10:20)**
  - a. Approve Minutes of Meeting held February 24, 2022

- b. Approve Vouchers Dated January 31, 2022 through March 14, 2022 in the Amount of \$998,351.05
- c. Approve Contract Authority to Purchase Audio/Video Web-Streaming Services
- d. Approve Contract Authority for Consultant Services for Budgeted Household Travel Survey in 2023, as Part of a New Eight-Year Program
- e. Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
- f. Approve Project Submittals to WSDOT National Highway Freight Program Funding Competition
- g. Approve Certification of the Frederickson MIC Subarea Plan

## **7. Discussion Item (10:30)**

- a. Welcome Legislative Leadership to Discuss Move Ahead Washington -- *Legislative Leadership*

## **8. New Business (10:50)**

- a. Recommend Projects for Approval from Rural Town Centers and Corridors Program and Transportation Alternatives Program -- *Sarah Gutschow and Jennifer Barnes, PSRC*

## **9. New Business (11:00)**

- a. Supplemental Budget and Work Program Fiscal Years 2022-2023 -- *Andrew Werfelmann, PSRC*

## **10. Discussion Item (11:15)**

- a. Regional Transportation Plan Public Comment Review and Potential Revisions -- *Kelly McGourty and Ben Bakkenta, PSRC*

## **11. Information Item**

- a. PSRC General Assembly Save the Date - Thursday, May 26, 2022

## **12. Other Business**

## **13. Next Meetings**

- a. Executive Board - Thursday, April 28, 2022, Hybrid Meeting, 10 - 11:30 AM
- b. Executive Board - Tentative, please hold - Thursday, May 12, 2022, Hybrid Meeting, 10 - 11:30 AM (Additional meeting if needed to consider the Regional Transportation Plan)
- c. General Assembly - Thursday, May 26, 2022, Hybrid Meeting, 10 AM - 1 PM

## **14. Adjourn (12:00)**

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Sheila Rogers at [srogers@psrc.org](mailto:srogers@psrc.org).

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711. العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact-center/language-assistance>.



**March 10, 2022**

## **PSRC Funding Programs**

The Transportation Policy Board recommended approval of the project and contingency lists for both the Transportation Alternatives Program and the Rural Town Centers and Corridors Program. Nine projects have been recommended for \$13.5 million in [Transportation Alternative Program](#) funding. This program funds community-based transportation improvements such as bicycle and pedestrian facilities, historic preservation of transportation assets, environmental mitigation, and more. Eight projects have been recommended for \$5.48 million in [Rural Town Centers and Corridors Program](#) funding. The program funds projects supporting smaller towns and cities in rural areas of the region. The Executive Board is expected to finalize the project lists on March 24. View the [presentation](#) or watch the [meeting video](#).

For more information on the RTCC Program, please contact Jennifer Barnes at 206-389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org). For more information on the TAP Program, please contact Sarah Gutschow at [sgutschow@psrc.org](mailto:sgutschow@psrc.org) or (206) 587-4822.

## **Draft Regional Transportation Plan**

The Transportation Policy Board began its discussion of the public comments received on the draft Regional Transportation Plan. Comments were received from 74 individuals, 17 of PSRC's member agencies, and 22 others, including Tribal governments, public agencies, non-profit and community organizations. All comments are now posted on PSRC's website at <https://www.psrc.org/our-work/rtp>. The board is expected to hold an additional meeting on March 31 to further discuss comments and amendments before its April 14 meeting, when it

is scheduled to make a recommendation on the plan to the Executive Board.  
View the [presentation](#).

For more information, contact Kelly McGourty at 206-971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org), or Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).

**In other business, the board:**

- Recommended adoption of a Routine Amendment to the 2021-2024 Transportation Improvement Program.
- Recommended project submittals to WSDOT National Highway Freight Program Funding Competition.
- Recommended certification of the Frederickson MIC Subarea Plan.



## Growth Management Policy Board | At Work

Puget Sound Regional Council

March 3, 2022

### **Councilmember Megan Dunn appointed Vice Chair**

Snohomish County Councilmember Megan Dunn has been appointed Vice Chair of the Growth Management Policy Board. Dunn has a 20-year record of being active in her community, serving on the Everett Human Needs Commission and Everett Planning Commission before being elected to the Snohomish County Council. She also serves as an alternate member of the Central Puget Sound Economic Development Board.

For more information, contact Paul Inghram at [pinghram@psrc.org](mailto:pinghram@psrc.org).

### **Certification of Frederickson MIC Subarea Plan**

The board recommended certification of the Frederickson Manufacturing/Industrial Center Subarea Plan. The Frederickson MIC is one of the principal industrial centers of Pierce County, and the county has made significant investments in the center's infrastructure to encourage high intensity employment.

For more information, contact Maggie Moore at [mmoore@psrc.org](mailto:mmoore@psrc.org).

### **Update on the Regional Housing Strategy**

The board was provided an update on the adoption of the Regional Housing Strategy and upcoming housing assistance work. Implementation of the Regional Housing Strategy is underway, and includes the development of:

- A framework to track performance and outcomes over time

- A typology to identify strategies, tools, and actions that have the most potential to make an impact based on characteristics of places
- Resources and guidance to support the implementation of VISION 2050 and the Growth Management Act during the 2024 major periodic comprehensive plan update.

The board was also asked to provide feedback on how PSRC can best support the regional housing work program.

For more information, contact Laura Benjamin at [lbenjamin@psrc.org](mailto:lbenjamin@psrc.org).

### **Housing Resources**

- [Income-Restricted Housing in the Puget Sound Region](#)
- [Regional Housing Strategy](#)
- [VISION 2050 Planning Resources](#)

### **Support for 2024 Comprehensive Plan Updates**

For most jurisdictions, the 2024 comprehensive plan update process is underway. PSRC staff briefed the board on planned outreach activities and support opportunities, which include:

- Development of additional guidance based on new or expanded policy areas in VISION
- Workshop series providing pertinent information on changes in state law since the last periodic update, VISION 2050 and PSRC's Plan Review and Certification program, and resources available from PSRC, the Dept. of Commerce, and MRSC

For more information, contact Maggie Moore at [mmoore@psrc.org](mailto:mmoore@psrc.org).





## Puget Sound Regional Council

### MINUTES

**Puget Sound Regional Council Executive Board**  
**Thursday, February 24, 2022, 10:00 AM – 12:00 PM**  
**Hybrid Meeting, PSRC Board Room**

### CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:00 AM by King County Councilmember Claudia Balducci, PSRC President. A video of the meeting was streamed live as well as recorded and will be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call-in by phone and listen live to the meeting. Roll call determined attendance and that a quorum was present.

[To watch a video of the meeting and hear the full discussion, please go to <https://www.psrc.org/boards/watch-meetings>.]

### COMMUNICATIONS AND PUBLIC COMMENT

There were no public comments received.

### PRESIDENT'S REMARKS

President Claudia Balducci welcomed the following new Executive Board members and alternates on the board.

- Seattle Mayor Bruce Harrell
- Fife Councilmember Doug Fagundes representing Pierce County Cities/Towns
- Bainbridge Island Mayor Joe Deets alternate for Kitsap County Cities/Towns
- Bothell Mayor Mason Thompson alternate for Snohomish County Cities/Towns
- Port of Seattle alternate Commissioner Sam Cho

President Balducci reported that in preparation for the General Assembly, she has appointed the 2022 Nominating Committee that will propose candidates for the positions of PSRC President and Vice President at the May 26 General Assembly. Members are:

- Pierce County Executive Bruce Dammeier, Chair
- Executive Dave Somers, Snohomish County

- Executive Dow Constantine, King County
- Commissioner Charlotte Garrido, Kitsap County
- Mayor Rob Putaansuu, City of Port Orchard
- Mayor Cassie Franklin, City of Everett
- Mayor Armondo Pavone, City of Renton
- Mayor Victoria Woodards, City of Tacoma
- Commissioner Ryan Calkins, Port of Seattle

President Balducci commented that soon board members and alternates will receive an email from her forwarding the performance goals for Executive Director Josh Brown.

## COMMITTEE REPORTS

Vice President Becky Erickson, Chair, Operations Committee, reported that at today's meeting the Operations Committee recommended the approval of vouchers dated January 15, 2022, through February 7, 2022, in the Amount of \$642,423.64.

The committee also participated in an exit conference with representatives from the State Auditor's Office. The Auditor's Office conducted two audits – a financial audit of both PSRC and the Economic Development District – and an accountability audit of PSRC, which included a review of the recently adopted Public Participation Compensation Policy. Vice President Erickson commented that PSRC has had its 10th consecutive year of clean financial audits. She stated that "the Operations Committee is deeply grateful for the leadership Lili Mayer has shown in leading this second totally remote audit for PSRC and the EDD." She commented that "We heard from Lili some suggestions given to PSRC to strengthen our compensation policy (no management findings) just suggestions that staff will work on and bring back to the Operations Committee with a full report out from the fiscal year."

## CONSENT AGENDA

**ACTION: It was moved and seconded (Franklin/Erickson) to: (a) Approve Minutes of Meeting held January 27, 2022 (b) Approve Vouchers Dated January 15, 2022, through February 7, 2022, in the Amount of \$642,423.64 (c) Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP).**

The motion passed unanimously.

## NEW BUSINESS

### Approve Regional Housing Strategy

Laura Benjamin, PSRC Senior Planner, walked the board through updates to the Regional Housing Strategy in response to Executive Board feedback.



The Regional Housing Strategy will help guide and support upcoming local comprehensive plan updates and provides a “playbook” of regional and local actions to preserve, improve, and expand housing stock in the region. The strategy includes the Executive Board direction to add emphasis on equity, the impacts of the pandemic, supply, and parking concerns as well as strengthened language related to discriminatory housing practices and increasing housing supply.

**ACTION: It was moved and seconded (Franklin/Wahl) to approve and initiate implementation of the Regional Housing Strategy, as amended.**

**The motion passed unanimously.**

### **Adopt Resolution in Support of Move Ahead Washington**

Josh Brown, PSRC Executive Director, briefed the board on the request to adopt a resolution in support of the Move Ahead Washington package in the Legislature. The package includes key funding for projects within the central Puget Sound region to support transit, safety projects, and equitable transportation. It also invests in projects that will reduce greenhouse gas emissions through electrification and related projects.

**ACTION: It was moved and seconded (Franklin/Erickson) to adopt Resolution EB-2022-01: A Resolution of the Puget Sound Regional Council in support of Move Ahead Washington.**

**The motion passed 95 percent with one abstention.**

## **DISCUSSION ITEMS**

### **Regional Transportation Plan Preliminary Comments and Next Steps**

Ben Bakkenta, PSRC Director of Regional Planning and Kelly McGourty, PSRC Director of Transportation Planning, briefed the board on the preliminary comment themes received on the draft Regional Transportation Plan to date as well as next steps leading towards the adoption of the new plan at the May 26 General Assembly. Staff also reported on the outreach and engagement process for the draft plan.

### **Economic Development District Update**

Jason Thibedeau, PSRC Program Manager – Economic Development, briefed the board on the new Regional Economic Strategy and EDD focus areas for 2022, including the recently completed update to the Washington State Space Economy Report. The Regional Economic Strategy aims to address the current challenges of the COVID-19 pandemic and looks ahead to what needs to happen to support the region's long-term economic success. It is organized around three overarching goals: expanding economic opportunity, maintaining global competitiveness, and sustaining the region's high quality of life. New and expanded regional challenges identified include equity, health,

childcare, regional job distribution, broadband, housing, business recovery, and industry resilience.

### **INFORMATION ITEM**

Included in the agenda packet was information on the call for nominations for the 2022 VISION 2050 awards program.

### **OTHER BUSINESS**

There was no other business brought before the board.

### **NEXT MEETING**

The Executive Board will next meet on Thursday, March 24, 2022, 10 – 11:30 AM. This will be a hybrid meeting.

### **ADJOURN**

The meeting adjourned at 11:58 AM.

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Adopted this 24<sup>th</sup> day of March 2022.

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Councilmember Claudia Balducci, President  
Puget Sound Regional Council

ATTEST:

\_\_\_\_\_  
Josh Brown, Executive Director

Attachments:  
eb2022-AttendanceSheet-Feb

**Executive Board Meeting - February 24, 2022**

Members and Alternates that participated for all or part of the meeting included:

1=Present

<b>King County</b>	2	EXC Dow Constantine	1
		CM Claudia Balducci	1
		CM Joe McDermott Alt	
		CM Jeanne Kohl Welles Alt	
Seattle	4	MYR Bruce Harrell	1
		CM Andrew Lewis	1
		CM Tammy Morales	
		CM Dan Strauss	
		CM Teresa Mosqueda Alt	
		CM Alex Pedersen Alt	
Bellevue	1	MYR Lynne Robinson	1
		CM Jennifer Robertson Alt	
Federal Way	1	MYR Jim Ferrell	1
		<b>Vacant Alt</b>	
Kent	1	MYR Dana Ralph	1
		CM Toni Troutner Alt	
Kirkland	1	MYR Penny Sweet	1
		DP MYR Jay Arnold Alt	1
Renton	1	MYR Armondo Pavone	1
		CM James Alberson, Jr. Alt	
Redmond	1	MYR Angela Birney	1
		CM Jessica Forsythe Alt	
Auburn	1	MYR Nancy Backus	1
		<b>Vacant Alt</b>	
Cities/Towns	3	MYR Amy Ockerlander, Duvall	
		CM Chris Roberts, Shoreline	1
		MYR Allan Ekberg, Tukwila	
		MYR David Baker, Kenmore Alt	1
		CM James McNeal, Bothell Alt	1
		MYR Jeff Wagner, Covington Alt	
		MYR Mary Lou Pauly, Issaquah 2nd Alt	
		MYR Jan Molinaro, Enumclaw 2nd Alt	1
<b>Kitsap County</b>	1	COM Charlotte Garrido	1
		COM Robert Gelder Alt	1
Bremerton	1	MYR Greg Wheeler	1
		CM Michael Goodnow Alt	
Port Orchard	1	MYR Rob Putaansuu	1
		CM Jay Rosapepe Alt	
Cities/Towns	1	MYR Becky Erickson, Poulsbo	1
		MYR Joe Deets, Bainbridge Island Alt	1
<b>Pierce County</b>	2	EXC Bruce Dammeier	1
		CM Derek Young	1
		CM Dave Morell Alt	
Tacoma	1	MYR Victoria Woodards	1
		CM Keith Blocker Alt	
Lakewood	1	CM Don Anderson	
		CM Linda Farmer Alt	
Cities & Towns	1	CM Doug Fagundes, Fife	1
		MYR Pro Tem Javier Figueroa, University Place Alt	
<b>Snohomish County</b>	2	EXC Dave Somers	1
		CM Sam Low	1
		CM Stephanie Wright Alt	
Everett	1	MYR Cassie Franklin	1
		CM Brenda Stonecipher Alt	
Cities/Towns	2	MYR Barbara Tolbert, Arlington	1
		MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
		CM George Hurst, Lynnwood Alt	
		MYR Mason Thompson, Bothell Alt	1
<b>Port of Bremerton</b>	1	COM Axel Strakeljahn	1
		COM Carv Bozeman Alt	
		COM Gary Anderson Alt	
<b>Port of Everett</b>	1	COM Glen Bachman	1
		COM Tom Stiger Alt	
<b>Port of Seattle</b>	1	COM Ryan Calkins	
		COMM Sam Cho Alt	
<b>Port of Tacoma</b>	1	COM Dick Marzano	1
		<b>Vacant Alt</b>	
<b>Washington State Department of Transportation</b>	1	Secretary Roger Millar	
		Julie Meredith Alt	1
		Mike Cotten Alt	
		Steve Roark Alt	
<b>Washington State Transportation Commission</b>		Robin Mayhew Alt	
	1	COMM Hester Serebrin	1
		COMM Jerry Litt Alt	

6.a.a

Attachment: eb2022-AttendanceSheet-Feb (3371 : Approve Minutes of Meeting held February 24, 2022)



## Puget Sound Regional Council

### CONSENT AGENDA

March 17, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Vouchers Dated January 31, 2022 through March 14, 2022 in the Amount of \$998,351.05**

### IN BRIEF

Two representatives of the Operations Committee review and sign off on the vouchers. In accordance with RCW 42.24.080, following the Operations Committee's review, the Executive Board approves the vouchers. Because the meeting is being attended remotely, PSRC will email voucher information to 2 members of the Operations Committee for review and approval.

### RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

#### REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>	<u>TOTALS</u>
02/14/22 - 03/14/22	AP Vouchers	\$ 319,852.90
01/31/22 - 02/15/22	Payroll	\$ 678,498.15
		<hr/>
		\$ 998,351.05

For additional information, please contact Andrew Werfelmann at 206-971-3292; email [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org).



## Puget Sound Regional Council

### CONSENT AGENDA

March 17, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Contract Authority to Purchase Audio/Video Web-Streaming Services**

### IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to authorize the purchase of services for streaming of sound and video of board meetings.

### RECOMMENDED ACTION

Recommend that the Executive Board authorize the Executive Director to enter one or more contracts to purchase audio/video web-streaming with agenda integration and real-time closed captioning services not to exceed \$81,000 over the next three years.

### BUDGET IMPACT

The adopted Biennial Budget and Work Program includes sufficient funds within the overhead/information system budget for this project for the current and next fiscal years.

### DISCUSSION

PSRC has been live streaming audio and video of board meetings (Executive Board, Transportation Policy Board, Growth Management Policy Board and Central Puget Sound Economic Development District Board) over the internet since 2008. The current contract for web-streaming, agenda management and caption services will expire on May 31, 2022. New contract authorization is needed to secure these services to provide web-streaming using in-room camera and sound systems in the Boardroom over the next three years.

The recommended action will provide this authorization so that PSRC may continue to make board meetings available to the public live on the internet. During the next 12 months, Administrative Services and Information Technology staff will review the different streaming, captioning and agenda services available, with the potential to select a different vendor for years 2 and 3. The estimated cost for these services, including an estimated 10% increase in cost over the next three years is \$80,210.

For more information, please contact Kathryn Johnson, Senior IT Specialist, at [kjohnson@psrc.org](mailto:kjohnson@psrc.org).



## Puget Sound Regional Council

### CONSENT AGENDA

March 17, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Contract Authority for Consultant Services for Budgeted Household Travel Survey in 2023, as Part of a New Eight-Year Program**

### IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000. A request is to authorize a consultant contract to perform work on the 2023 survey of a new Puget Sound Regional Household Travel Survey Program. The consultant contract will be for the entire eight-year program, but subsequent surveys are subject to future budget availability and approval.

### RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter into a consultant contract for implementation of a household travel survey in 2023, not to exceed \$500,000. Subsequent data collection for surveys in 2025, 2027, and 2029 are subject to future budget availability and approval.

### BUDGET IMPACT

The adopted 2022-23 biennial budget already includes \$500,000 to conduct a household travel survey in spring 2023. There is no budget impact from the current action; future surveys are subject to budget availability and approval.



## DISCUSSION

PSRC has recently completed a six-year, three-wave program of household travel surveys conducted in 2017, 2019, and 2021 (a survey wave is one data collection period). This six-year program follows a long history at PSRC of conducting travel surveys, back to the 1960s.

We found the multi-year, frequent program to be a more cost-effective and timely approach to collect the data needed for monitoring and modeling regional travel and land use patterns than larger surveys every 8-10 years. We have been better able to track transportation changes over time and respond to unexpected influential events such as COVID-19 and technological advances. Frequent surveying has allowed us to build staff knowledge and internal computing systems that would not be feasible on a more sporadic cycle. Finally, the more frequent surveying approach will reduce initial survey startup efforts since each survey design and analysis phase will occur more often and with a smaller time gap since last survey.

Data produced by the travel survey is used by PSRC and many member agencies to develop models that predict household travel behavior. In addition, the surveys have been used to build household location models used in land use analysis. The biennial survey approach (i.e., conducting a survey every other year) also provides information for performance measures such as mode choices in regional centers and for before-after studies of infrastructure improvements.

The success of the 2017-2021 six-year program has led us to recommend the reimplementation similar program design, starting with a 2023 survey. We also recommend to slightly lengthen the duration to an eight-year, four-wave program from a six-year, three-wave program. The slight lengthening of the new program will create more stability for PSRC and partner agencies in their planning and budgeting for data collection.

For FY2022-2023, a first wave of the survey supported by a budget of \$500,000 for consultant services is planned for implementation with the budget planned for use towards survey design by consultants, administering the survey to a sample of regional residents, and completion of final survey deliverables by consultants in winter 2022/2023, for survey work targeted to begin in spring 2023. This survey will be unique in that it will occur after the impacts of the COVID-19 pandemic have been known for a few years and will provide a snapshot of how travel behavior has changed as a result compared to the 2019 and 2017 waves of the survey and well as how recovery in travel behavior has occurred relative to the Spring 2021 survey.

Several cities and transit agencies have begun discussions with PSRC staff about purchasing additional household survey samples for their communities. Partners will need to provide written commitment to PSRC to purchase samples by April 29, 2022. In 2017 and 2019, jurisdictions purchased add-on samples and PSRC managed project oversight, budgeting, and data cleaning to ensure the agencies received a useful, high-

quality dataset. These add-on samples helped agencies understand the more specific travel and land use behaviors and needs in their communities. As in prior survey waves, PSRC staff will come to the operations committee to amend the budget as needed to include contributions from partnering agencies.

For more information, please contact Brian Lee at (206) 971-3270 or [blee@psrc.org](mailto:blee@psrc.org), or Suzanne Childress at (206) 856-8925 or [schildress@psrc.org](mailto:schildress@psrc.org).



## Puget Sound Regional Council

### CONSENT AGENDA

March 17, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)**

### IN BRIEF

Three agencies submitted four projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various funding processes, such as the National Highway Performance Program 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 2050 and the Regional Transportation Plan. At its meeting on March 10, the Transportation Policy Board recommended adoption of the amendment.

### RECOMMENDED ACTION

The Executive Board should adopt an amendment to the 2021-2024 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 2050, 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 further described below.

### **Consistency with VISION 2050 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 2050 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 has confirmed that the funds are reasonably expected to be available.

### **PSRC's Project Tracking Policies**

Detailed below is a request from King County Metro for modifications to PSRC's FTA funds for this amendment. The modifications were found to be consistent with PSRC's project tracking policies and were reviewed and recommended by the Transportation Operations Committee (TOC) after an online vote, completed on February 18, 2022.

King County Metro requests a redistribution of \$4,242,729 between federal fiscal year (FFY) 2019 and 2022 FTA earned share funds. The redistribution is needed because 2019 funds in the "Atlantic Base Vehicle Maintenance Bus Lifts" project are in danger of

lapsing on September 30, 2022. The project was delayed because staff resources dedicated to this project were needed instead to effect an emergency replacement of a lift that failed unexpectedly at a different base. Because of this the agency was not able to advance the Preliminary Engineering / Design phase for this project, which in turn delayed the obligation of construction funding. King County Metro therefore requests to exchange 2019 funds in the "Atlantic Base Vehicle Maintenance Bus Lifts " project for an equal amount of 2022 funds in the "Trolley System Transit Asset Management 2021-2022" project. The latter project will be able to obligate the 2019 FTA funds quickly and avoid the risk of lapsing.

### **Federal Fund Source Descriptions**

The following federal and state funding sources are referenced in Exhibit A.

5337 HIFG	Program dedicated to repairing and upgrading rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit.
NHPP	Provides support for the condition and performance of the National Highway System (NHS).

For more information, please contact Jennifer Barnes at 206-389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org).

Attachments:  
Exhibit A

Month: March

Year: 2022

# Project(s) Proposed for Routine Amendment to 2021-2024 TIP

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	Other	UPWP Amend
1. King County Department of Transportation (Transit)	<b>Trolley System Transit Asset Management 2021-2022</b> Existing project redistributing funds from MET-232: Atlantic Base Vehicle Maintenance Bus Lifts to other phase providing for Metro's trolley system asset management program in order to achieve and maintain the transit network in a state of good repair (SGR).	\$4,242,729 Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,242,729 Total				
2. King County Department of Transportation (Transit)	<b>Atlantic Base Vehicle Maintenance Bus Lifts</b> Existing project redistributing funds from MET-229: Trolley System Transit Asset Management 2021-2022 to the construction phase replacing up to nine bus lifts located at Metro's Atlantic Central Base. These new bus lifts will replace lifts that have reached the end of their useful life and need to be replaced.	\$4,242,729 Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,242,729 Total				
3. Sound Transit	<b>Sumner Station Access Improvements</b> New project with preliminary engineering, right of way, and other phases constructing capital improvements to improve access to Sumner Station for pedestrians, bicyclists, and drivers; including constructing a garage with up to 4.5 levels, adding approximately 500 new parking spaces; sidewalk and lighting enhancement; and a sidewalk and pedestrian/bicycle path on the Traffic Avenue/SR 410 interchange.	\$14,507,000 Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$14,507,000 Total				

Attachment: Exhibit A (3365 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
4. WSDOT Northwest Region	<b>Northwest Region Strategic Concrete Bridge Deck Preservation</b>	\$4,539,727	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Federal NHPP				
		\$615,827				
		Local				
		\$5,155,554				
		Total				
	New project with preliminary engineering and construction preserving Northwest Region's bridge assets by applying strategic low-cost preservation activities, including concrete deck patching and spalling with long lasting materials, to extend the service life of concrete bridge decks.					





## Puget Sound Regional Council

### CONSENT AGENDA

March 17, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Approve Project Submittals to WSDOT National Highway Freight Program Funding Competition**

### IN BRIEF

On January 5, 2022, the Washington State Department of Transportation (WSDOT) released a call for eligible freight projects to compete for National Highway Freight Program (NHFP) funds. The NHFP is a federal aid highway formula program administered by WSDOT, and the current competition is allocating approximately \$50 million of FFY 2022-2025 NHFP funds (approximately \$12.5 million per year) statewide. Rather than having agencies submit projects directly, WSDOT directed MPOs to coordinate with their respective member jurisdictions to develop a list of projects and submit applications in one regional packet. PSRC staff worked closely with the Freight Advisory Committee (FAC) to develop the parameters, process, and schedule for the region's submittal between December 2021 and February 2022. The resulting list of projects is included in Attachment A. At its meeting on March 10, the Transportation Policy Board recommended Executive Board approval.

### RECOMMENDED ACTION

The Executive Board should approve the list of freight projects from the PSRC region identified in Attachment A to be submitted to WSDOT's grant competition for FFY 2022-2025 NHFP funding.

### DISCUSSION

#### **National Highway Freight Program**

The NHFP was established by Congress in the 2015 federal transportation act as a federal-aid highway formula program to improve the efficient movement of freight. Per

federal law, WSDOT administers the allocation of federal NHFP funds apportioned to Washington State. As part of the 2022-2023 State Transportation Budget, the Legislature directed WSDOT to allocate approximately \$50 million for FFY 2022-2025 NHFP funds to eligible local freight projects: this amounts to approximately \$12.5 million per year statewide for each of the four funding years.

WSDOT released a call on January 5, 2022 for eligible freight projects to compete for NHFP funds. Rather than having agencies submit projects directly, WSDOT directed MPOs to coordinate with their respective member jurisdictions to develop a list of projects and submit applications in one regional packet.

### **PSRC's Freight Advisory Committee (FAC) Coordination**

The FAC discussed the process for the region's NHFP submittal over three meetings. The NHFP process and upcoming WSDOT call was introduced at the December 8, 2021, meeting. A special FAC meeting was held on January 12, 2022, at which the committee deliberated and confirmed the overall process and schedule for the region's submittal. The committee reviewed the projects remaining from the regional list from the last NHFP competition in 2016 and determined that it was appropriate to open the competition to eligible freight projects regionwide.

Given the tight turnaround needed to meet the WSDOT deadlines, as well as the limited amount of NHFP funding available statewide, the FAC agreed that it was reasonable to limit the projects submitted to one application per jurisdiction. Since NHFP funds require a strong connection to freight transport, the call was also limited to jurisdictions within designated industrial subareas.

As a follow-up to the January meeting, potential project sponsors were asked to identify the project they wished to submit by February 4, 2022. A total of nine projects were identified by project sponsors, listed in Attachment A. The list was reviewed by the FAC at its meeting on February 9, 2022. The committee unanimously recommended that all of the identified projects be forwarded into the NHFP competition.

### **NEXT STEPS**

The project sponsors have completed NHFP applications for their respective projects. PSRC will compile and submit the applications as one regional packet to WSDOT in mid-March, pending Board approval. While tasked with facilitating the region's submittal, PSRC will not be involved in WSDOT's application review or funding decisions.

The NHFP funding process is related to the Critical Urban Freight Corridor/Critical Rural Freight Corridor (CUFC/CRFC) designation process, which is also a federal program administered by WSDOT. The process to identify CUFC/CRFC facilities within the region and the state will be implemented between spring and fall of this year. For any project that is awarded NHFP funding, the roadway on which it is located will automatically receive a CUFC or CRFC designation. Over the next few months PSRC will work WSDOT and the FAC to identify the additional CUFC/CRFC facilities within the

region based upon federal and state criteria, with Board review of the recommended list expected this summer.

For additional information on the NHFP Program or the FAC's process, please contact Jennifer Barnes at 206-389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org).

Attachments:

A - 2022 National Highway Freight Program (NHFP) Candidate Projects for the PSRC Region

## Attachment A: 2022 National Highway Freight Program (NHFP) Candidate Projects for the PSRC Region

Sponsor	Project Name	Location (Facility Name)	Project Start	Project End	Jurisdiction of Project Location	County	Project Length	Project Description	Total Project Cost	Phase of Funding Request	Total Phase Cost	NHFP Funding Request
File	54th Avenue East/Interstate 5 Interchange	I5, Exit 137	Pacific Hwy	20th St on southside of freeway at 51st Ave.	File	Pierce	1 mile	This project will rebuild the western (southern) half of the interchange and maintain the eastern (northern) half. The project also includes a new bridge over I5 at Frank Albert Rd. and a new pedestrian bridge over I5 at 54th Ave. The project will better distribute traffic volumes by providing two locations to enter and exit both northbound and southbound I5. The interchange is one of the main access points to the Port of Tacoma from the freeway. The project can be split into as many as 6 phases.	\$112,000,000	Preliminary Engineering / Design	\$4,400,000	\$4,400,000
Northwest Seaport Alliance	Terminal 5 Gate Complex	Terminal 5 is located at 2701 26th Ave SW, Seattle, WA 98106	N/A	N/A	Seattle	King	NA	New inbound truck gate infrastructure further away from the Terminal 5 entrance, creating additional on-terminal queuing capacity for around 100 trucks, which doubles the current queuing area. Twelve inbound gate lanes with the communications infrastructure and scanning equipment necessary to process inbound trucks—the collected data will automatically populate the terminal operating system. Eight new scales, and the infrastructure to support four more scales, will be deployed. New restrooms for truckers. All associated utilities and stormwater infrastructure to support improvements. Striping for a new "Trouble Area" outside the queuing area for trucks without adequate credentials, to prevent backups in the queue.  Benefits to freight include ability to turn more trucks faster, reduced truck queuing on public roads, increased safety and fewer accidents, lower risk of impacts on river cargo.	\$13,480,000	Construction	\$11,825,000	\$1,750,000
Pierce County	Canyon Rd E – Asphalt Overlay	Canyon Rd E	138th St E	116th St E	Pierce County	Pierce	1.41 mile	This project improves the state of good repair of one of Pierce County's busiest freight routes, Canyon Rd. E., with an asphalt overlay. The project also ensures overall safety of the corridor by providing ADA ramp retrofits which protect vulnerable transportation users on this busy corridor.  The six-lane corridor is a T1 freight route with an ADT of 55,650, including 7,400 freight vehicles, which connects the Frederickson Manufacturing Industrial Center to SR 512 and key freight infrastructure beyond. In 2018 the Pavement Condition Index (PCI) had a weighted average of 73.34 within the project limits, with scores ranging from 41 to 82. A timely overlay and associated improvements will ensure that the facility continues to serve the region's freight mobility needs at the lowest possible cost while supporting the economic vitality of the region.	\$2,994,000	Construction	\$2,647,000	\$1,000,000
Port of Everett	Bulkhead Segment E Replacement	1600 Block of West Marine View Drive (Highway 529)	N/A	N/A	Everett	Snohomish	170 feet	This project rebuilds the aging and decaying bulkhead that is supporting the southbound lanes of SR 529/West Marine View Drive (FGTS T-3 Corridor.) The work will cover the installation of 170-feet of new bulkhead wall (namely a cantilever wall with Z-sheet piles) to maintain the structural integrity of SR 529. This stretch of SR 529 is critical to the ingress and egress of Naval Station Everett and the Port of Everett as SR 529 is the only access to both locations. This new bulkhead wall will be placed slightly seaward of the aged existing two-step timber wall with new fill placed in this space to provide further bracing. The uplands directly behind the new wall will be strengthened with ground improvements to densify the soils and meet current liquefaction building standards. The existing wooden wharf that is over the bulkhead will be replaced with a new wharf facility. Additionally, there will be sidewalk and adjacent landscape repairs. This project is necessary to ensure reliable access to the Port of Everett, Everett Community College's ORCA program, numerous commercial entities, the recreational waterfront in Everett and the U.S. Naval Base. Construction is expected to be completed in 2024.	\$5,600,000	Construction	not provided	\$385,000
Seattle	East Marginal Way Corridor Improvement Project – Central Segment	East Marginal Way S	S Spokane Street	S Diagonal Street	Seattle	King	0.6 mile	The project will improve freight flow on East Marginal Way S between S Spokane St and Duwamish Ave S by reconstructing the surface street to Heavy Haul standards, improving turning radii for truck movements, improving wayfinding and lighting to make it easier to navigate the area, and upgrading ITS connections.	\$6,900,000	Construction	\$6,000,000	\$4,800,000
SeaTac	Relocation of WB SR 518 Off-Ramp from SR 99 to 32nd Avenue South Vicinity	West-bound SR 518 off-ramp to South 154th Street	existing two-lane collector/distributor road at the south end	South 154 <sup>th</sup> Street	SeaTac	King	600 feet	As one drives westbound on SR 518 approaching International Boulevard/SR 99, they can exit onto the following three options: 1) an off-ramp to South 154th Street, 2) an off-ramp to southbound International Blvd/SR 99, or 3) continue on the two-lane collector/distributor road and enter the North Airport Expressway (NAE), which provides access to Seattle-Tacoma International Airport. This project would relocate the portion of the off-ramp that exits onto South 154th Street. The project would shift the ramp terminus west, from its current location to align it with the existing intersection of South 154th Street and 32nd Avenue South. This would create a four-way intersection and safer conditions for all traffic to access South 154th Street. In conjunction with this project, the City of SeaTac would install a signal system at the intersection, providing a controlled intersection.  These improvements would benefit freight transport by improving the last-mile journey of trucks heading to the air cargo facilities concentrated at the north end of the airport campus. Currently trucks exiting to South 154th Street must yield to oncoming traffic when turning left at the "T" intersection with stop control only at the ramp terminus. Shifting the ramp terminus to the existing South 154th Street and 32nd Avenue South intersection, with the addition of a signal system, will provide trucks a controlled environment and dedicated signal phase to make left turns on their journey to the air cargo facilities.  While trucks currently have the alternative option of using the off-ramp to southbound International Boulevard and then South 160th Street to access the air cargo facilities, the Port of Seattle plans to build a significant new cargo facility at the intersection of South 152nd Street and 24th Avenue South, which will generate many new truck trips. The off-ramp to South 154th Street will provide the most direct connection to this facility.	\$20,000,000 - \$29,000,000	Right of Way	\$2,000,000 - \$3,000,000	\$2,000,000 - \$3,000,000
Sumner	Stewart Road Corridor Completion: White River	Steward Road	Butte Ave E	140th Ave C1 E	Sumner	Pierce	0.2 mile	This project replaces the existing two lane bridge over the White River at Stewart Road. The existing bridge will be removed. The new bridge will accommodate four lanes of traffic and a separated shared use path on the north side of the roadway. Adjacent intersections at Butte Avenue and 140th Street Court East will be modified to accommodate the new roadway grade and lane configurations. This final 0.2-mile long widening project completes the 2.7-mile corridor widening of Stewart Road between SR 167 and Sumner-Tapps Parkway. Built in the 1950s when the area was rural, Stewart Road is now one of the main freight and commuter routes for Sumner, Pacific and Auburn's Lakeland Hills area. This T1-Freight Route (truck percentage 15.2%) is routinely congested because of the bottleneck created by the narrow 2-lane bridge with no pedestrian facilities. Plus, it is the gateway to the last remaining land available for major industrial development in the Puget Sound region. This project is greatly needed to increase regional jobs and economic growth. It benefits the local community of Lakeland Hills (City of Auburn) and separates freight and other vehicle traffic from the major regional trail system. Over 3 million square feet of new freight-focused industrial buildings is being constructed east of this project, but those development opportunities are constrained by the existing functionally obsolete bridge.	\$30,000,000	Construction	\$25,000,000	\$7,000,000
Tukwila	42nd Ave S Bridge Replacement	42nd Ave S Bridge	Interurban Ave S	Northern end of bridge	Tukwila	King	0.1 mile	The 42nd Ave S Bridge, built in 1949, was designed to last 50 years; it has exceeded its design life by over 20 years and needs to be replaced. In April 2017, the bridge received a sufficiency rating of 7.56 out of 100 and is considered structurally and seismically deficient. This low sufficiency rating resulted in vehicle load restrictions, reduced speed limits of 15 miles per hour, and limited passage of one truck at a time; regulations that were implemented to reduce structural impacts and increase safety until the bridge can be replaced. Due to a vehicular strike to the bridge on December 15, 2021, the sufficiency rating dropped further to a 6.00, and increased restrictions have been imposed. At this point, the bridge is not effectively supporting the capacity and load requirements needed to be efficient, and its poor structural integrity makes it a hazard. If one or more of the beams are impacted by a large seismic event or another vehicle collision, it could cause the bridge to collapse into the river.  The 42nd Ave South bridge is a critical link in the freight network on a local scale and regional scale as goods and products are shipped and moved cross country to freight hubs. The bridge serves approximately 3,000 freight vehicles daily. Railroad tracks owned by BNSF and Union Pacific (UP) railroads run through Tukwila. These rail networks carry international and domestic cargo to inland markets, serve the Port of Seattle to the north and the Port of Tacoma to the south. The 42nd Ave South bridge also connects the BNSF intermodal rail yard, which is a Manufacturing and Industrial Center (MIC), to other MICs throughout the region. Further restrictions or failure of the bridge would be a major detriment to freight movement and have significant economic impacts to the region.	\$21,529,000	Construction	\$19,150,000	\$2,000,000



## Puget Sound Regional Council

### CONSENT AGENDA

March 17, 2022

**To:** Executive Board

**From:** Councilmember Ed Prince, Chair, Growth Management Policy Board  
Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Approve Certification of the Frederickson MIC Subarea Plan**

### IN BRIEF

Consistent with PSRC's adopted [plan review process](#), the Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the subarea plan for the Frederickson Manufacturing/Industrial Center. The certification report (Attachment A) further describes how the plan meets applicable requirements.

### RECOMMENDED ACTION

*The Executive Board should certify that the Frederickson MIC subarea plan addresses planning expectations for regional manufacturing/industrial centers.*

### 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.

VISION 2050 directs jurisdictions with regional growth centers and/or manufacturing/industrial centers to develop subarea plans for those centers (DP-Action-8 and p. 80). This expectation has been in place since the PSRC Executive Board adopted its Plan Review Process in 2003 and is required for designation of new regional centers under the Designation Procedures for New Centers and the Regional Centers Framework. VISION 2050, 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.<sup>1</sup>

The [Regional Centers Framework Update](#) calls for review of centers in 2025, following local plan updates. All regional centers are expected to have subarea plans adopted and updated to be consistent with the Framework and VISION 2050 by that time. Certification of a subarea plan now affirms the planning work for the regional center is consistent with VISION 2050 and is an opportunity to identify any additional planning work required by 2025.

The Frederickson manufacturing/industrial center is located within urban unincorporated Pierce County, southeast of Tacoma and south of Puyallup. The Frederickson MIC is one of the principal industrial centers of Pierce County. The county has made significant investments in the center's infrastructure and plans to continue this investment in the future to encourage high intensity employment.

PSRC staff reviewed the subarea plan and find that it addresses the planning expectations for regional centers. PSRC staff coordinated with county staff in the review of the plan and drafting of the certification report. The 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, contact Maggie Moore, Senior Planner, at 206-464-6171 or [mmoore@psrc.org](mailto:mmoore@psrc.org).

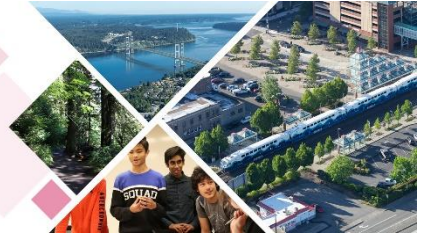
Attachments:

A - 2022 Frederickson MIC Subarea Certification Report

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<sup>1</sup> The specific requirements for center planning are provided in [PSRC's Plan Review Manual](#), and the process is also described in [VISION 2050: 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.

# REGIONAL MANUFACTURING/INDUSTRIAL CENTER DRAFT PLAN REVIEW CERTIFICATION REPORT



## PIERCE COUNTY, FREDERICKSON COMMUNITY PLAN

FEBRUARY 24, 2022

### FREDERICKSON MANUFACTURING/INDUSTRIAL CENTER

The Frederickson manufacturing/industrial center is located within urban unincorporated Pierce County, southeast of Tacoma and south of Puyallup. The Frederickson MIC is one of the principal industrial centers of Pierce County. The county has made significant investments in the center's infrastructure and plans to continue this investment in the future to encourage high intensity employment.

### REGIONAL CENTERS CERTIFICATION

VISION 2050 directs jurisdictions with regional growth centers and/or manufacturing/industrial centers to develop subarea plans for those centers (DP-Action-8 and p. 80). This expectation has been in place since the PSRC Executive Board adopted its Plan Review Process in 2003 and is required for designation of new regional centers under the Designation Procedures for New Centers and the Regional Centers Framework. VISION 2050, 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.<sup>1</sup>

The [Regional Centers Framework Update](#) calls for review of centers in 2025, following local plan updates. All regional centers are expected to have subarea plans adopted and updated to be consistent with the Framework and VISION 2050 by that time. Certification of a subarea plan now affirms the planning work for the regional center is consistent with VISION 2050 and is an opportunity to identify any additional planning work required by 2025.

### CERTIFICATION RECOMMENDATION

Staff reviewed the subarea plan and found that the plan is consistent with the VISION Consistency Tool for Regional Manufacturing/Industrial Center Plans. The following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

**The Puget Sound Regional Council certifies that the Frederickson Community Plan addresses planning expectations for regional manufacturing/industrial centers.**

The remainder of this report contains a summary of the PSRC review of the Frederickson Community Plan. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and the [VISION 2050 Consistency Tool for Regional/Manufacturing Center Plans](#), is listed in high-level bullets. Discussion in each topic area highlights exemplary provisions of the plan, as well as issues identified through the certification review where future work on the part of the county may more fully address VISION 2050, the Regional Transportation Plan, and center planning requirements.

<sup>1</sup> The specific requirements for center planning are provided in [PSRC's Plan Review Manual](#), and the process is also described in [VISION 2050: 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.



## REVIEW OF REGIONAL MANUFACTURING/INDUSTRIAL CENTER PLANNING

### BACKGROUND

The success of regional centers lies at the heart of VISION 2050 and the Regional Growth Strategy, and jurisdictions with regionally designated centers are expected to conduct subarea planning for these areas. Subarea planning efforts are reviewed for consistency with the VISION 2050 Consistency Tool for Regional Manufacturing/Industrial Center Plans. The review contained in this section follows the format and content established in this tool, covering the six major categories (center plan concept/regional collaboration, environment and climate change, land use/development patterns, economy, transportation, and public services).

### Center Plan Concept (Vision)/Regional Collaboration

#### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Manufacturing/Industrial Center Plans calls for subarea plans to address the following center concepts:

**Vision for the center**, including a commitment to accommodating employment and preservation of an urban industrial land base.

**Identification of the area** designated as a regional center and relationship to other plans.

**Description of the center's economic role** within the city, county, and region.

**Equitable engagement process** with community and relevant stakeholders.

**Coordination** with tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions.

**Prioritization of local investments** in the center.

#### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Frederickson Community Plan effectively addresses the center concept provisions of the VISION Consistency Tool. Highlights include:

- ☒ The plan clearly describes the center and its role in the county and region.
- ☒ The plan was developed with engagement of the community and work was done to embrace the MIC as a community asset that is beneficial to members of the larger Frederickson community and within Pierce County.
- ☒ The plan prioritizes local county investments in the center, including a list of recommended projects.

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional centers expectations on center concept.

## Environment and Climate Change

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Manufacturing/Industrial Center Plans calls for subarea plans to address the following center concepts:

- Critical/environmentally sensitive areas**, including inventories and relevant policies and programs.
- Innovative stormwater management** policies and programs.
- Air pollution and greenhouse gas emission reduction** policies and programs that support achievement of state and regional goals.
- Avoidance and/or mitigation of environmental impacts** for vulnerable populations.
- Electric transportation infrastructure**, such as charging stations for industrial equipment.
- Retrofitting of existing buildings** to reduce building energy use.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Frederickson Community Plan effectively addresses the environment and climate change provisions of the VISION Consistency Tool. Highlights include:

- ☑ The plan identifies the significant environmental features in and near the center, including areas associated with Clover Creek, and includes policies to address protection of these areas.
- ☑ The plan encourages the use of new technologies and strategies that minimize impacts on air quality and greenhouse gas emissions, recognizing the potential impact of increased industrial development.

### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional centers expectations on the environment and climate change.

## Land Use/Development Patterns

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Manufacturing/Industrial Center Plans calls for subarea plans to address the following center concepts:

- Defined boundaries and shape for the center** that fully encompass the manufacturing/industrial base.
- Employment growth targets** that accommodate a significant share of the jurisdiction's manufacturing/industrial employment growth and demonstrate capacity to accommodate the levels of growth.
- Existing and future land uses** support manufacturing/industrial uses and are described and mapped, with an emphasis on core industrial uses. Incompatible uses are discouraged.
- Design standards** that help mitigate aesthetic and other impacts of manufacturing and industrial activities, both within the center and on adjacent areas.
- Support access to high-capacity transit stations** located in the center and consider the role of TOD in the center.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Frederickson Community Plan effectively addresses the land use/development pattern provisions of the VISION Consistency Tool. Highlights include:

- ☑ The plan includes use goals and policies that preserve industrial land uses and protect adjacent residential uses from adverse impacts benefit both industrial businesses and residents.
- ☑ The plan includes strengthened policies to limit non-industrial growth in the center.

- ☒ The location of the Frederickson MIC as part of the larger Frederickson community has the potential to create incompatibilities with the surrounding residential and commercial uses. The plan addresses this by including policies on transitional land between these uses and through design standards to help mitigate impacts of the industrial activities.

#### DISCUSSION: AREAS FOR FURTHER WORK

The county should address the following comments through future amendments or implementation steps for the Regional Manufacturing/Industrial Center Subarea Plan or Comprehensive Plan:

- ☐ VISION 2050 calls for jurisdictions to focus a significant share of employment growth in designated MICs. During the 2024 Comprehensive Plan update process the MIC's employment target should be updated to ensure the regional MIC criteria for jobs is met.
- ☐ In the updated Regional Centers Framework, a new criterion for MICs requires at least 75% of the land area be zoned for core industrial uses, with commercial uses strictly limited. While the Frederickson Community Plan includes a policy allowing for primarily core industrial uses, the county should monitor the distribution of uses in the MIC and ensure development regulations reflect this zoning requirement.

## Economy

#### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Manufacturing/Industrial Center Plans calls for subarea plans to address the following center concepts:

**Support or maintain** manufacturing industrial industries through innovative strategies.

**Key sectors and industry clusters** in the center.

A **market analysis** of the center's development potential.

**Reduce the risk** of commercial displacement.

**Expand access** to economic opportunity.

#### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Frederickson Community Plan effectively addresses many of the economic provisions of the VISION Consistency Tool. Highlights include:

- ☒ The plan includes a policy directing the county to prepare a market assessment of the area to evaluate the market strengths and weaknesses of the area.
- ☒ The plan promotes supporting existing and future businesses through marketing and promotional assistance with a focus on industrial-designated areas.

#### DISCUSSION: AREAS FOR FURTHER WORK

The county should address the following comments through future amendments or implementation steps for the Regional Manufacturing/Industrial Center Subarea Plan or Comprehensive Plan:

- ☐ Conduct the market assessment called for in the Frederickson Community Plan to identify potential for and opportunities to best support growth.

## Transportation

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Manufacturing/Industrial Center Plans calls for subarea plans to address the following center concepts:

**Integrated transportation network** described, with deficiencies identified and addressed.

**Freight movement** strategies such as rail, trucking facilities, waterways, etc., including local and regional distribution.

**Employee commuting**, including demand management strategies and multimodal options.

**Transit options** should be described, with transit agency coordination encouraged.

**Mode-split goals.**

**Eliminate modal conflicts and promote safety** through transportation investments, programs, and resources.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Frederickson Community Plan effectively addresses many of the transportation provisions of the VISION Consistency Tool. Highlights include:

- ☒ The plan includes a transportation project list that reflects the intention to improve transportation flow for business and industrial needs, increase safety by reducing the number of collisions, and increasing options for mobility.
- ☒ The plan describes existing transportation options and emphasizes the need for additional transportation options to improve mobility in and around the center, including encouraging the Pierce County Transportation Benefit Area to include the Frederickson community.

### DISCUSSION: AREAS FOR FURTHER WORK

The county should address the following comments through future amendments or implementation steps for the Regional Manufacturing/Industrial Center Subarea Plan:

- ☐ As called for in VISION 2050 (DP-Action-9), the subarea plan should include adopted mode split goals. This is an important step and will be a key approach to implement and monitor the plan's objectives for alternatives to single-occupant vehicle trips in the center. PSRC has produced [additional guidance](#) about setting mode split goals that the county may find helpful in this work. This could also include the planning for other modes of transportation not currently identified, such as shuttle service or other TDM measures.

## Public Services

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Manufacturing/Industrial Center Plans calls for subarea plans to address the following center concepts:

**Local capital plans for infrastructure**, such as sewer, water, gas, electric and telecommunications, including financing and strategies to ensure facilities are provided consistent with planned growth.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Frederickson Community Plan effectively addresses many of the public service provisions of the VISION Consistency Tool. Highlights include:

- ☒ The plan describes existing services and planning provisions along with a goal of anticipating and planning for needed public facilities, services, and infrastructure as the center grows.

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with center planning expectations on public services.

## Conclusion and Next Steps

PSRC thanks the county for working through the plan review and certification process for the center plan. The Frederickson Community Plan effectively address the requirements of the VISION Consistency Tool for Manufacturing/Industrial Center Plans, demonstrating consistency with VISION 2050, and is recommended for certification. The adopted Regional Centers Framework calls for the review of centers and center plans following the adoption of local plan updates. In 2025, PSRC review will ensure that center plans, center growth targets, and local comprehensive plans have been updated consistent with VISION 2050 and the Regional Centers Framework.

For additional information regarding this certification report, please contact Maggie Moore at [mmoore@psrc.org](mailto:mmoore@psrc.org).



## Puget Sound Regional Council

### **DISCUSSION ITEM**

March 17, 2022

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Welcome Legislative Leadership to Discuss Move Ahead Washington**

### **IN BRIEF**

At its meeting on March 24, the Executive Board welcomes legislative leadership to discuss Move Ahead Washington, the new Transportation package passed by the Legislature.

### **DISCUSSION**

The Washington State Legislature approved the nearly \$17 billion, 16-year transportation package on March 10. This marks the beginning of a new era of transportation planning and funding in the state. It is the first statewide investment package to move ahead without an increase in the gas tax.

The package includes key funding for projects within the central Puget Sound region to support transit, safety projects, and equitable transportation. It also invests in projects that will reduce greenhouse gas emissions through electrification and related projects. The new investments align with the Regional Transportation Plan and will help move many of its initiatives forward.

For more information, contact Josh Brown at [jbrown@psrc.org](mailto:jbrown@psrc.org).



## Puget Sound Regional Council

### ACTION ITEM

March 17, 2022

**To:** Executive Board

**From:** Kelly McGourty, Director, Transportation Planning

**Subject:** **Recommend Projects for Approval from Rural Town Centers and Corridors Program and Transportation Alternatives Program**

### IN BRIEF

PSRC recently conducted competitive processes to award funds under two separate project selection processes: the Rural Town Centers and Corridors Program and the Transportation Alternatives Program. On February 10, 2022, the Transportation Policy Board authorized the release of projects recommended for funding under both programs for public review and comment, including a prioritized contingency list of projects should additional funds become available prior to the next selection processes. As of March 3, 2022, five comments had been received and are included in Attachment C. At its meeting on March 10, the Transportation Policy Board recommended Executive Board approval.

### RECOMMENDED ACTION

The Executive Board should approve Rural Town Centers and Corridors Program and Transportation Alternatives Program funding to the list of projects identified in Attachments A and B, along with the recommended prioritized lists of contingency projects.

### DISCUSSION

#### Rural Town Centers and Corridors Program

In 2003, PSRC established the Rural Town Centers and Corridors (RTCC) Program to assist rural communities in implementing town center and corridor improvements. PSRC's project selection process for Federal Highway Administration (FHWA) funding



has set aside an amount for this program since 2004, with competitions for the available funding in the subsequent year.

In October 2021, a call for projects was released by PSRC to all eligible sponsors for the approximately \$5.47 million of FFY 2023-2024 funds available.

Consistent with procedures adopted in prior processes, the solicitation and screening of project applications included a two- stage collaborative effort with PSRC and each of the four countywide organizations. In stage one, eligible project applications were submitted for review to each of the four countywide organizations. Stage one of the process concluded with up to three of each county's top projects being selected for stage two of the process -- submittal into the regional competition conducted by PSRC. Nine projects were submitted to PSRC to complete regionally.

PSRC staff conducted the technical evaluation and scoring of the nine grant requests. All project sponsors were invited to present their projects to PSRC staff and the RTCC Project Selection Committee, which consisted of representatives from each of the four counties plus the Washington State Department of Transportation (WSDOT) on January 14, 2022. The committee subsequently met on January 26, 2022 to develop a recommended list of projects to receive the approximately \$5.47 million available. The committee's recommended list of eight projects is identified in Attachment A, including a prioritized contingency list of the remaining projects, should additional funding become available prior to the next process.

### **Transportation Alternatives Program**

The Transportation Alternatives Program (TAP) is a set-aside of FHWA funds under the federal transportation act that provides funding for community-based transportation improvements such as bicycle and pedestrian facilities, historic preservation of transportation assets, environmental mitigation, and others. Metropolitan Planning Organizations such as PSRC have a role in the selection of projects to receive funding from the TAP within each region. In October 2021, a call for projects was released by PSRC to all eligible applicants for the \$13.5 million of FFY 2022-2024 funds available. Sponsors submitted a total of 27 project applications, requesting approximately \$37 million.

PSRC staff scored the applications based on the adopted project evaluation criteria. The TAP recommendation committee then met on January 27 and January 28, 2022 to develop a recommended list of projects to receive the \$13.5 million available. The committee consisted of representatives from each of the four counties, representatives from PSRC's Bicycle and Pedestrian Advisory Committee and citizen representatives with expertise in the remaining project categories. The committee's recommended list of nine projects is identified in Attachment B, including a prioritized contingency list of the remaining projects, should additional funding become available prior to the next process.

## Summary of Public Comment

On February 10, 2022, the Transportation Policy Board authorized the release of recommended projects from both competitions for public review and comment. A news release was sent to the region's media outlets. The public comment period was featured in PSRC's Blog, on PSRC's four social media platforms and in the At Work meeting summary. Materials were also posted on PSRC's website, which invited the public to comment by mail or email. PSRC responds to every comment submitted, and comments regarding specific projects are also forwarded to the appropriate project sponsor for additional response.

As of March 17, 2022, five comments had been received and are included in Attachment C. Any additional comments received by the March 24 Executive Board meeting will be provided at that time. The Executive Board is scheduled to review all comments and take final action at their March 24, 2022 meeting.

For additional information on the RTCC Program, please contact Jennifer Barnes at 206-389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org). For additional information on the TAP Program, please contact Sarah Gutschow at [sgutschow@psrc.org](mailto:sgutschow@psrc.org) or (206) 587-4822.

### Attachments:

A - 2021 Rural Town Centers and Corridors Program Project Recommendations and Contingency List

B - 2021 Transportation Alternatives Program Project Recommendations and Contingency List

C - Public Comments Received for PSRC's 2021 Rural Town Centers and Corridors Program and Transportation Alternatives Program

**Attachment A**  
**2021 Rural Town Centers & Corridors Program Project Recommendations and Contingency List**

**Projects Recommended for Funding (in priority order)**

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested	Amount Recommended
Kitsap County	SR 104 Holding Lanes - ATMS	85	Implement Active Traffic Management System to manage ferry traffic in Kingston.	Preliminary Engineering / Design	\$ 223,000	\$ 223,000
				Construction	\$ 1,178,000	\$ 1,178,000
Sultan	US-2 / MainStreet Roundabout	85	Construct roundabout and pedestrian crossing improvements at intersection.	Preliminary Engineering / Design	\$ 300,000	\$ 300,000
				Right-of-Way	\$ 480,000	\$ 480,000
Orting	Whitehawk Boulevard Extension	80	Construct two roundabouts with pedestrian improvements at the termini intersections of the Whitehawk Boulevard extension.	Preliminary Engineering / Design	\$ 328,700	\$ 328,700
King County	332nd Ave SE Corridor Traffic Safety Study	76	Transportation safety study focusing on two arterial corridors in Fall City.	Planning	\$ 324,375	\$ 324,375
North Bend	South Fork Extension Bypass	72	Construct road bypass and pedestrian improvements, with roundabout at North Bend Way intersection.	Preliminary Engineering / Design	\$ 967,500	\$ 967,500
Stanwood	Viking Way Phase 2	71	Complete roadway extension, including sidewalks, curbs, lighting, and landscaping.	Construction	\$ 865,000	\$ 865,000
Carnation	E Entwistle/NE 45th Sidewalk	66	Add sidewalk, curb, gutter, stormwater collection/infiltration to fill gap in pedestrian network.	Preliminary Engineering / Design	\$ 65,117	\$ 65,117
				Construction	\$ 358,145	\$ 358,145
Snohomish	Bickford-Weaver Intersection Improvement	64	Install new traffic signal, pedestrian improvements, and storm drainage improvements at intersection.	Construction	\$ 547,000	\$ 394,480
<b>Total Funds Recommended</b>						<b>\$ 5,484,317</b>

**Project Recommended for Contingency List (in priority order)**

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested	Contingency Amount
Buckley	Rainier Gateway Trailhead	62	Install parking lot and amenities at Foothills Trail trailhead.	Preliminary Engineering / Design	\$ 52,500	\$ 52,500
				Construction	\$ 345,000	\$ 345,000
Total Funds Recommended for Contingency List						\$ 397,500

**Attachment B:**  
**2021 Transportation Alternatives Program Project Recommendations and Contingency List**

**Projects Recommended for Funding**

Agency	Project Title	Phase(s) Requested	Project Score	Amount Requested	Amount Recommended	Project Description
SeaTac	Airport Station Pedestrian Improvements	ROW	93	\$ 1,950,000	\$ 1,950,000	The project will construct safety and mobility improvements around the SeaTac/Airport light rail station at four street segments and two intersections. Specific improvements include new bicycle lanes, sidewalks, sharrows and a bicycle boulevard, as well as improvements to landscaping, crossings, lighting and signals.
Tacoma	J Street Bicycle Boulevard	CN	90	\$ 2,500,000	\$ 2,500,000	This project will construct a two-mile bicycle boulevard on J Street from N 3rd Street to S 27th Street, along with improved east/west bicycle connections via 6th Avenue, S 11th Street, Earnest S Brazill Street, S 17th Street, and S 18th Street. Specific treatments range from shared lane markings to protected bike lanes, along with new curb bulbouts, center medians, ADA ramps and other improvements to crossings and signals.
Shoreline	148th Street Non-Motorized Bridge	ROW	88	\$ 2,500,000	\$ 2,500,000	This project is a new pedestrian/bicycle bridge spanning Interstate 5 in the proximity of N 148th Street in Shoreline. The finished nonmotorized bridge will include a bridge span with a landing and ramps on the east-side of I-5 and a landing on the west-side of I-5 with ramps and a shared-use path connecting to 1st Avenue NE. This application is requesting funding for Phase 2 ROW acquisition and construction of the bridge span and west-side improvements.
Tukwila	Green River Trail Connector Project	CN	86	\$ 989,000	\$ 989,000	The project will replace approximately 700 feet of existing trail with a widened 12-ft paved pathway, 2-ft gravel shoulders, illumination and security cameras. A new pedestrian plaza will also be constructed where the Green River Trail intersects with Christensen Road, including way-finding signs to major destinations.
Bellevue	Main Street Off-Street Multipurpose Pathway (108th Avenue to 112th Avenue)	CN	84	\$ 1,041,000	\$ 1,041,000	The project will construct a 12-ft-wide concrete multi-use pedestrian and bicycle pathway on the south side of Main Street between 108th Avenue and 112th Avenue. It will also include a 4-foot-wide planter situated as a safety buffer between the path and motor vehicles traveling on Main Street.
Kent	Meeker Street Multimodal, Kent Elementary School	PE	82	\$ 149,904	\$ 149,904	The project will convert Meeker Street (from 200 east of 64th Avenue S to 750 feet east of 64th Ave S) from a five-lane roadway to a two-lane roadway with on-street parking on both sides of the street and a separated two-way bicycle path on the south side of the street. The project also includes pedestrian-scale lighting, median islands, landscaping and a mid-block pedestrian crossing with rapid flashing beacons.
Lynnwood	Scriber Creek Trail (Phase 3)	CN	81	\$ 2,000,000	\$ 1,870,096	The project constructs an accessible, hard surface trail to range in width from 10 to 12 feet with 2-foot shoulders. In wetland and stream areas, the trail will be constructed on elevated bridge or boardwalk with a durable and slip-resistant surface. The trail will be separated from adjacent roadways and will feature enhanced street crossings at the 196th Street SW/52nd Ave W intersection.
Bremerton	Naval Avenue: 1st Street -15th Street Pedestrian and Bicycle Enhancements	ROW	76	\$ 2,200,000	\$ 1,600,000	The project will reconfigure the existing roadway cross section and repurpose the outside lanes to provide bike lanes and wider sidewalks. The project includes pavement resurfacing, bike lanes, bike boxes and bike detection, signal improvements, optimized signal timing and phasing, curb bulbs, wayfinding signage, pavement markings and modified storm drainage.
Bothell	North Creek Trail Section 4 Phase 3	CN	73	\$ 950,000	\$ 900,000	This project consists of constructing a separated 10-ft shared use paved trail, planting strip, retaining walls, and relocating utilities. North Creek Trail Section 4 is being constructed in three phases due to funding constraints. This request will provide the amount of funding needed to construct the final Phase 3 of the project.
<b>Total Funds Recommended</b>					<b>\$ 13,500,000</b>	

**Projects Recommended for Contingency List** (in priority order\*)

Project Sponsor	Project Title	Phase	Contingency Funding Request	Score	Project Description
Kent	Meeker Street Multimodal, Kent Elementary School	CN	\$ 1,498,924	82	The project will convert Meeker Street (from 200 east of 64th Avenue S to 750 feet east of 64th Ave S) from a five-lane roadway to a two-lane roadway with on-street parking on both sides of the street and a separated two-way bicycle path on the south side of the street. The project also includes pedestrian-scale lighting, median islands, landscaping and a mid-block pedestrian crossing with rapid flashing beacons.
Seattle	Beacon Ave Non-Motorized Access Phase 2	CN	\$ 2,500,000	80	This project phase includes 2.4 miles of upgraded multi-use path and a new protected bike lane on Beacon Ave from S Spokane St. to S Myrtle St., including changes to five major signalized intersections to accommodate the path and traffic calming upgrades at minor intersections. The overall Beacon Hill Bike Route project will involve extensions of the Phase 2 improvements to the north and south.
Shoreline	145th Street Off-Corridor Bike Network	PE	\$ 168,454	80	This project will be a collection of low volume streets to provide alternate, parallel bicyclist and pedestrian routes to the 145th Street (SR-523) corridor. This application requests PE and Construction funds for the segments of the off-corridor bike network west of I-5. Improvements will include bicycle facilities (such as pavement markings), minor intersection/curb/sidewalk improvements, Rapid Flashing Beacons, speed cushions and directional signage.
		CN	\$ 733,953		
Lynnwood	44th Underpass	CN	\$ 1,600,000	78	This project will be a new shared use path located on the east side of 44th Avenue West. The project will include pavement for a 10' to 12' wide shared use path, necessary retaining walls, improved drainage, pedestrian scale lighting, and aesthetic treatments to support a year-round facility.
Seattle	Pioneer Square Historic Areaway Restoration, Phase 1	PE	\$ 350,000	78	This project would rehabilitate two vulnerable areaway walls in Seattle's historic Pioneer Square, underneath 1st Ave S between S Main St and S Washington St. This will support existing transportation needs (pedestrians, trucks, and general-purpose travel), and be a first step toward allowing transit service on 1st Ave S, while also preserving a historic asset.
		CN	\$ 2,150,000		
Bremerton	Naval Avenue: 1st Street -15th Street Pedestrian and Bicycle Enhancements	ROW	\$ 600,000	76	The project will reconfigure the existing roadway cross section and repurpose the outside lanes to provide bike lanes and wider sidewalks. The project includes pavement resurfacing, bike lanes, bike boxes and bike detection, signal improvements, optimized signal timing and phasing, curb bulbs, wayfinding signage, pavement markings and modified storm drainage.
Renton	Renton History Museum/Veterans Memorial Park Access Connections	CN	\$ 1,236,700	76	This project will construct accessibility improvements between Main Ave S/S 3rd St and Houser Mill Ave S in downtown Renton. Specific improvements include curb bulbouts, crossing and pathway improvements, lane misalignment corrections, signal and lighting upgrades and a new bike lane and signed shared roadway.
Bainbridge Island	Madison Avenue Safe Walking and Biking Project	CN	\$ 1,150,000	72	This project consists of 1.4 miles of physically separated bike lanes, widened and ADA improved sidewalks, traffic calming, pavement restoration and utility upgrades through the core commercial area of the Winslow Town Center.
Pierce County	159 St. E. (SR-7 to 3rd Ave. Ct. E.)	ROW	\$ 1,077,790	72	The project will construct a sidewalk and shared-use paved shoulders on both sides of 159 St. E and connect to existing sidewalks at SR-7 and B St. E. The project will install LED pedestrian-scale lighting to illuminate the sidewalk and extend the existing two-way left turn lane to B St. E, including necessary traffic signal modifications and pedestrian improvements at the intersection.
Edgewood	Interurban Trail Phase III (Jovita Canyon)	PE	\$ 600,000	70	This project will design Phase 3 of the remaining segment of the Interurban Trail in the City of Edgewood. The alignment of this final link is expected to generally follow Jovita Boulevard East, extending from the City's current trail head at 114th Avenue East, just north of Jovita Boulevard East (Jovita Crossroads Park).
Sumner	SR 410 Rivergrove Pedestrian Bridge	PE	\$ 386,770	70	This project will design and construct a nonmotorized bridge over SR 410 for the Rivergrove neighborhood to access Sumner Station/Sound Transit, as well as Sumner's downtown core and multiple schools. The bridge will cross over SR 410 and connect to Alder Avenue to the North and 143rd Avenue E to the south.
Port of Tacoma	Wapato Creek Pedestrian Bridge	CN	\$ 800,000	64	The project constructs a bridge for a regional trail/shared-use path for nonmotorized traffic across Wapato Creek, connecting the previously funded SR 167 Hylebos to Alexander Avenue E shared use path to Alexander Avenue E immediately south of SR 509. This grant will be used to construct a 14-foot wide bridge, separated from vehicle traffic.

Snohomish County	Interurban Trail Improvements: 160th ST SW to 167th PL SW	CN	\$ 1,500,000	64	This project will construct Interurban Trail improvements from 160th Street SW to 167th Place SW. The proposed improvements to this 0.55 mile long segment will provide a continuous 10 to 12-foot-wide shared use path separated from the roadway by curb and gutter on the west side of 13th Ave. West/Meadow Road.
Kitsap County	STO - Port Gamble Trail B2 & D	CN	\$ 2,238,854	57	The project will construct a 10' (minimum) paved shared use path, Sound to Olympics (STO) Port Gamble Trail Segments B2 & D, of approximately 5,100 feet. This project is part of the Port Gamble Trail and North Sound to Olympics (N-STO) trail connecting Port Gamble to Kingston and STO connections to Poulsbo and Bainbridge Island.
Carnation	Entwistle/NE 45th Sidewalk	PE	\$ 75,280	56	The project will install approximately 880 LF of 6' wide sidewalk, curb, gutter and stormwater collection and infiltration facilities on the south side of E Entwistle/NE 45th St between the Swiftwater and Brooktree neighborhoods, including installation of ADA compliant curb ramps and intermittent street trees between the curb and sidewalk. Low Impact Development (LID) features will be incorporated where technically feasible to reduce runoff and provide water quality treatment.
		CN	\$ 414,040		
Maple Valley	SR 169 Pedestrian Bridge at SE 258th ST	PE	\$ 400,000	56	This project includes the design and construction of a pedestrian bridge on SR 169 north of SE 258th Street, connecting Rock Creek Elementary School on the east side of SR 169 to the city's master planned 50-acre Legacy Site public recreational property and future Downtown on the west side. Preliminary engineering provides for a 100-ft long pedestrian bridge span across SR 169. East of the bridge, the project would include a 120-ft long ADA ramp within existing ROW on SE 258th Street.
		PE	\$ 478,148		
North Bend	Tanner Trail Extension Project	PE	\$ 182,760	54	This project is a proposed improvement beginning at 42901 SE North Bend Way and extending to a recreational shared use path/trail connecting to the Snoqualmie Valley Trail system (SVT). Improvements will include installing a 10 ft. wide asphalt paved trail section with a 2 ft. wide gravel shoulder, electrical conduits and handholes for future pedestrian lighting, rain garden and tree plantings.
		CN	\$ 1,218,400		
Lakewood	Steilacoom Sidewalk, 87th to Farwest	CN	\$ 852,025	53	The project will install a 5' sidewalk on the north side of Steilacoom Blvd. from 87th Ave SW to Farwest Drive, closing a gap in the non-motorized path along Steilacoom Blvd. ADA ramps will be installed at three side roads/Western State Hospital entrances.
Lakewood	Lakewood Non-motorized Plan Update	PL	\$ 100,000	41	This project will update the City of Lakewood's Non-Motorized Plan and will be used to establish projects and priorities of projects for the community and City Council for the next 10 years.
Pierce County	Safe Schools Sidewalks on 216th St E and Waller Road	PE	\$ 438,000	33	This project would construct 1,000 linear feet of sidewalk on 216th St. E in Graham, plus a pedestrian-activated signal to cross 216th St. E. The project would also construct a 2,300 linear feet sidewalk segment on Waller Road, in Frederickson/Tacoma, from the cross streets 152nd St. E to 145th St. E.
		CN	\$ 858,472		
	Total Funds Recommended for Contingency List		\$ 23,608,570		

\* Projects with the same score are considered "tied" for priority and are shown here in alphabetical order.

**Rural Town Centers and Corridors Program and Transportation Alternatives Program  
Public Comments as of March 3, 2022**

**Comment 1**

Date: Thursday, February 10, 2022  
From: David Freeman  
RE: PSRC Funding programs

Hello Sarah & Jennifer,

My name is David Freeman Construction Coordinator for King County Metro my question is how the Bike lane and planter box will be Bus friendly to Metro we have 2 Bus stops along eastbound on Main St b/t 108th Av NE to 112th Av NE can you please send me a copy of the Traffic Control Plan to see the new design and how it will affect Metro bus stops if available and any other bus stops that may be impacted around King County.

Thank you for taking time out to read my email,  
David Freeman

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**Comment 2**

Date: Thursday, February 16, 2022  
From: Marv Nelson  
RE: Transport

Bicycles and electric not generally practical for the minority of NW transportation

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**Comment 3**

Date: Thursday, February 16, 2022  
From: Molly Hackett  
RE: Transportation Funding in Kent (Easthill Sidewalk - SE 132 Ave from 221 SE to 240th SE)

Hi!

I'm not sure this is the right place to submit this idea but here goes. Kent 132 SE Ave needs physical sidewalks for the school children who walk there twice a day (\*). This time of year when it is so dark, rainy and foggy it's risky - and would improve safety all year round.

I've lived in Kent for 32 years and am always puzzled how 132 SE Ave has incremental improvements but never have continuous physical sidewalks been added. It would improve neighborhood walkability and be a glow-up for the area.

Thank you for considering this and for all the work you do.

(\*) I'm referencing 132 SE Ave from SE 221 to SE 240 - or from Sunrise Elementary to the QFC.  
98031

Molly Hackett

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**Comment 4**

Date: Thursday, February 16, 2022  
From: Jo Ann Coble  
RE: 104th/Benson Hwy ped. crossings

I would like to inquire about adding safe pedestrian crossings on the Benson/104th & 108th from 208th to 240th. There are long stretches of the road that have no nearby crossings. Everyday we see people get off a bus and dash across the street. This is a very busy main highway and have had many deaths. Is there any chances the flashing crosswalks can be added in several places there? In a mile of highway, there is only 2 traffic lights for people to cross – not near enough. A flashing ped. Light such as the ones down by Target or Kent Station would be extremely helpful.

Sincerely,  
Jo Ann Coble

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**Comment 5**

Date: Monday, March 14, 2022  
From: Heidi Siegelbaum  
RE: Rural corridor projects

All the projects look great but one screen you may want to use is trees, bioretention and other forms of stormwater infiltration. As you may know, the tires and coho death issue has risen to quite epic status. As a result the role of transportation in creating super-energetic highways of pollution should not be ignored. Erika Harris from PSRC serves on the Stormwater Strategic Initiative Advisory Team and can also help to point you in the right direction.

Please make sure your grantees consult with the Department of Ecology's Stormwater Workgroup and WSU's Stormwater Center for further advice. Another person to contact is Tony Bush from WSDOT.

Bioretention is highly effective in removing pollutants if the conditions are appropriate for its use.

All the best,  
Heidi Siegelbaum





## Puget Sound Regional Council

### ACTION ITEM

March 17, 2022

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** Supplemental Budget and Work Program Fiscal Years 2022-2023

### IN BRIEF

Last April, PSRC's General Assembly adopted a two-year budget and work program, which runs from July 1, 2021 through June 30, 2023. The adopted biennial budget includes an option to make an adjustment with a supplemental budget after the first year.

Information on the proposed Supplemental Budget and Work Program was given to the Executive Board, Transportation Policy Board, Growth Management Policy Board, Regional Staff Committee, and the Economic Development Board during the month of January 2022 and members were invited to forward any comments to the Operations Committee. PSRC staff did not receive any comments from board members on the supplemental budget and work program.

On Thursday, March 24, 2022, the Executive Board will be asked to recommend the Fiscal Years 2022-2023 Supplemental Budget and Work Program for adoption by the General Assembly on May 26, 2022. The Proposed Supplemental Budget and Work Program, which can be viewed at <https://www.psrc.org/about/budget>, provides an overview of the agency's major work elements and describes the changes that are proposed since the last amendment to the budget.

### RECOMMENDED ACTIONS

- 1. Recommend approval of the FY 2022-2023 Supplemental Biennial Budget and Work Program by the Executive Board and recommend adoption by the General Assembly on May 26, 2022**

2. **Recommend that the General Assembly adopt Resolution PSRC-A-2022-01 authorizing the submittal of the adopted Supplemental Fiscal Year 2022-2023 Biennial Budget and Work Program to the appropriate federal and state funding agencies.**

## **BUDGET IMPACT**

The Proposed Supplemental Biennial Budget and Work Program FY 2022-2023 of \$32 million is a steady-state budget with no overall changes in revenues and expenditures since the last amendment in September 2021.

## **BACKGROUND**

The Puget Sound Regional Council is the federally designated Metropolitan Planning Organization and state designated Regional Transportation Planning Organization for the four-county area and has specific responsibilities under the Fixing Americas Surface Transportation (FAST) Act, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), Clean Air Act (CAA), the state Growth Management Act (GMA) and the Interlocal Agreement approved by PSRC members.

PSRC is funded through a combination of federal and state grants and local funds. The federal grants traditionally make up nearly 68 percent of the funding, while state grants contribute about 5 percent. Local funds provide 27 percent and are used to match the state and federal grants, and also fund work not covered by federal and state grants.

If you have questions, please call Andrew Werfelmann, PSRC Budget Manager, at (206) 688-8220 or email [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org).

Attachments:  
Resolution PSRC-A-2022-01



## Puget Sound Regional Council

### RESOLUTION NO. PSRC-A-2022-01

#### **A RESOLUTION of the Puget Sound Regional Council Authorizing Submittal of the Supplemental Fiscal Years 2022-2023 Biennial Budget and Work Program**

**WHEREAS**, the General Assembly of the Puget Sound Regional Council (PSRC), at its meeting on April 29, 2021, adopted the Biennial Budget and Work Program for Fiscal Years 2022-2023;

**WHEREAS**, that the Executive Director of the Puget Sound Regional Council is authorized to submit to the federal and state agencies the grant application to carry out the Biennial Budget and Work Program, and all supporting information, including procedures to ensure compliance with the requirements of the U.S. Department of Transportation, the Economic Development Administration; the Environmental Protection Agency; the Federal Aviation Administration; the United States Geological Survey; and the Washington State Department of Transportation.

**NOW THEREFORE BE IT RESOLVED** that the Executive Director is designated as the authorized official to execute grant contracts on behalf of the Puget Sound Regional Council with the United States Department of Transportation, the Economic Development Administration; the Environmental Protection Agency; the Federal Aviation Administration; the United States Geological Survey; and the Washington State Department of Transportation in support of the adopted budget and work program; and

**BE IT FURTHER RESOLVED** that the Executive Director of PSRC is authorized to incur costs beginning on July 1, 2022, and receive planning monies from the federal and state agencies and local jurisdictions pursuant to the adopted Supplemental Biennial Budget and Work Program for Fiscal Years 2022-2023 for the Puget Sound Regional Council.

**ADOPTED** by the Assembly this 26<sup>th</sup> day of May, 2022.

\_\_\_\_\_  
Claudia Balducci, Councilmember  
King County  
President, Puget Sound Regional Council

ATTEST: \_\_\_\_\_  
Josh Brown, Executive Director

Attachment: Resolution PSRC-A-2022-01 (3373 : Approve Supplemental FY 2022-2023 Budget)



## Puget Sound Regional Council

### DISCUSSION ITEM

March 17, 2022

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Regional Transportation Plan Public Comment Review and Potential Revisions**

### IN BRIEF

The public comment period for the draft Regional Transportation Plan concluded on February 28, 2022. Staff will provide an overview of the comments received, including the number and type of commenters and overall comment themes. Specific proposals for plan revisions will be identified for board review and consideration.

### DISCUSSION

The public comment period for the draft Regional Transportation Plan was conducted between January 13 and February 28, 2022. Comments were received from 73 individuals, 17 of PSRC's member agencies, and 22 other organizations including tribal governments, public agencies, non-profit and community organizations. All comments are now posted on PSRC's website at <https://www.psrc.org/our-work/rtp>.

At the meeting on March 24 staff will provide a detailed briefing on the public comments received. This will include a categorization of comments across specific plan topics as well as by three comment types: general plan comments, technical corrections, or comment for board review. A spreadsheet delineating the comments provided from the 112 unique respondents into 554 specific line items by topic is provided on PSRC's website, along with the comments in their original form. The spreadsheet identifies the staff categorization of each line item by comment type, as well as a response from PSRC staff to each and every comment.

In addition to the specific proposals submitted during the public comment period that will be brought the board's attention, Transportation Policy Board members were requested

to submit any additional plan amendments to PSRC by Friday, March 4. This date was set to allow staff to compile proposed amendments and forward to the full board for review in advance of the March 10 Transportation Policy Board meeting. Information on these board member amendments is provided as an attachment to this memo, and staff will provide a summary overview and next steps at the Executive Board meeting on March 24. There is much overlap of topics across amendments and with the public comments received, and staff is working to collate similar themes and prepare packages of proposed plan revisions to assist with board review and ultimate action.

*Please note: the Transportation Policy Board plans to hold an additional meeting on March 31 as well as their regular meeting on April 14, at which time a recommendation to the Executive Board will be made. The Executive Board is scheduled to discuss the Regional Transportation Plan at their March 24 and April 28 meetings, with final action scheduled for April. The Executive Board is asked to hold the date of May 12 for a potential additional meeting should it be necessary to complete the recommendation prior to the May General Assembly meeting,*

For more information, please contact Kelly McGourty, Director of Transportation Planning, at 206-971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org), or Ben Bakkenta, Director of Regional Planning, at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).

Attachments:

tpb2022mar10-rtpamendments

**From:** [Robertson, Jennifer S.](#)  
**To:** [Josh Brown](#)  
**Cc:** [Kelly McGourty](#); [Ben Bakkena](#); [Halse, Katie](#); [Singelakis, Andrew](#)  
**Subject:** RTP Proposed Amendments from Bellevue  
**Date:** Friday, March 4, 2022 9:14:12 AM  
**Attachments:** [2022-02-28 Bellevue RTP Comment Letter.pdf](#)

Dear Josh,

Thank you for the opportunity to offer board member amendments to the draft Regional Transportation Plan 2022-2050. I appreciate that PSRC staff are expediting the work to categorize and provide responses to each comment.

The City of Bellevue's Transportation Director, Andrew Singelakis, submitted comments in a letter dated February 28 (attached). Consistent with the letter, I'd like to request the following amendments to the draft RTP:

Issue	Amendment Request	Section (Page)
<b>Safety</b>	Adopt a goal of zero fatalities and serious injuries with a Safe Systems Approach.	Chapter 1.2.3 (pg. 108) Chapter 4.3 (Pg. 182)
<b>Safety</b>	Develop a regional safety work plan that identifies actions, targets and key performance indicators.	Chapter 1.2.3 (pg. 108) Chapter 4.3 (Pg. 182)
<b>Safety</b>	Publish an annual regional safety progress report to track performance.	Chapter 1.2.3 (pg. 108) Chapter 4.3 (Pg. 182)
<b>Safety</b>	Pursue additional resources through outside funding programs to implement new safety projects and programs.	Chapter 1.2.3 (pg. 108) Chapter 4.3 (Pg. 182)
<b>Technology</b>	Provide additional context to the emergence of autonomous vehicles in the region.	Chapter 1.2.2 (pg. 100)
<b>Technology</b>	Highlight the opportunity to leverage new data source options.	Chapter 1.2.2 (pg. 101)
<b>Transportation System Visualization Tool</b>	Develop a framework for updating the Tool as an administrative action	Chapter 4.3 (pg. 185)
<b>Bike/Ped</b>	Provide clarity about the need for increased emphasis on projects that will help meet VISION 2050's walk distance to high-capacity transit	Chapter 1.1.6 (pg. 53)
<b>Bike/Ped</b>	Provide information about how the region's safety goals relate to the safety section	Chapter 1.1.6 (pg. 61)

Thank you for the opportunity to provide feedback throughout the development of the draft RTP. I look forward to implementing the important work ahead of us.

Sincerely,

*Jennifer Robertson*

City Councilmember, City of Bellevue  
425-452-7810 (office)

March 4, 2022

Sent via electronic mail

Mayor Dana Ralph, Chair  
Puget Sound Regional Council, Transportation Policy Board  
1011 Western Avenue, Suite 500  
Seattle, WA 98104

Subject: Proposed Amendments to the Draft 2022-2050 Regional Transportation Plan

Dear Chair Ralph:

The Transportation Policy Board and Puget Sound Regional Council staff are to be commended on their efforts over the past two years to prepare the update to the Regional Transportation Plan for consideration by the General Assembly later this year. The draft plan provides key policy guidance on how the region addresses existing transportation needs and accommodates expected growth in the future. The plan emphasizes a transportation system that is healthier, safer, and more equitable and one that makes significant strides in reducing greenhouse gas emissions. Achieving these outcomes will be challenging and are of paramount interest to our region. In the interest of supporting these outcomes, we have identified potential amendments to the Regional Transportation Plan and respectfully offer these amendments for consideration by the Transportation Policy Board. The amendments are intended to strengthen the plan and increase its opportunity for success.

The requested amendments are set forth in the table attached to this letter. The amendments are presented in a summary form to support discussion by the Transportation Policy Board. Where an amendment is anticipated to affect a future work program it is so noted.

Thank you for the consideration of this amendment request. We look forward to further discussion at the March 10<sup>th</sup> Transportation Policy Board meeting.

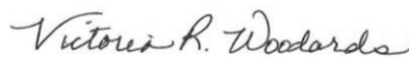
Sincerely,



Ryan N. Mello  
Pierce County Councilmember,  
Transportation Policy Board  
Representing Pierce County



Derek Young  
Pierce County Councilmember,  
PSRC Executive Board Member  
Representing Pierce County



Victoria Woodards  
Mayor of Tacoma,  
PSRC Executive Board Member  
Representing City of Tacoma



Marty Campbell  
Pierce County Councilmember,  
Transportation Policy Board  
Representing Pierce Transit



Kristina Walker  
Tacoma City Council Member,  
Transportation Policy Board  
Representing City of Tacoma



**2022-2050 Regional Transportation Plan  
Summary of Potential Amendment Requests – Mello, Walker, Campbell, and Young**

**Potential Amendments:** We respectfully offer these amendments to the 2022-2050 Regional Transportation Plan (RTP) for consideration by the Transportation Policy Board. The amendments are intended to strengthen the plan and increase its opportunity for success. The amendments are presented in a summary form rather than specific plan language as some amendments may affect multiple plan sections or affect future Puget Sound Regional Council (PSRC) work programs.

Topic	Description	Proposed Amendments
Safety	Reducing death and serious injuries to users of the transportation system is a goal of VISION 2050 and the draft RTP. The RTP identifies data collection, prioritization of safe infrastructure, separation of vulnerable modes, and other measures.	<ul style="list-style-type: none"> <li>• Include the development and adoption of a Safe Systems Approach/Regional Safety Plan that is based upon Federal National Road Safety Standards as a future work program item within the RTP.</li> </ul>
Equity	Racial and social equity, applying an equity focus to all aspects of the plan, including the evaluation of existing and future conditions and the analysis of performance measures and regional outcomes are goals of VISION 2050 and the RTP. The PSRC has established a regional Equity Advisory Committee to advise on equity efforts.	<ul style="list-style-type: none"> <li>• Require that the analysis of benefits and impacts of VISION 2050 and the RTP include a regional assessment of displacement effects to people of color and low-income people and communities, as well as a standardized plan for project-based analysis. The analysis should include the assessment of displacement mitigation and indicate displacement effects with and without such mitigation.</li> <li>• Recognize that PSRC will be changing its processes to include a process to receive feedback from the Equity Advisory Committee (or any future iteration of it) into the project selection framework.</li> <li>• Include a future work program commitment to analyze the equity of current transportation funding of all funds and all modes and develop clear criteria for the policy boards for determining whether transportation funding is distributed equitably (racial equity, low-income communities and geography).</li> </ul>

Mobility	<p>Improving transportation choices across all transportation modes is a focus area of the RTP. The RTP includes a Coordinated Mobility Plan. People with disabilities, older adults, youth, and low-income communities are emphasized.</p>	<ul style="list-style-type: none"> <li>• Identify a regional funding source to support the implementation of Americans with Disabilities Act (ADA) transition plans.</li> <li>• Support the development and analysis of ADA transition plans. This should include consideration of the hiring of an ADA plan coordinator to support ADA transition efforts.</li> <li>• Create a formal policy addressing the inclusion of adequate bike/walk/transit/roll infrastructure in regional capacity projects. An “all ages &amp; abilities” minimum standard (such as trails, barrier-protected bike lanes, neighborhood greenways, and protected intersections) should also be considered.</li> </ul>
Greenhouse Gas Reduction and Resiliency	<p>VISION 2050 seeks to reduce regional greenhouse gas emissions and includes 2030 and 2050 reduction goals. The RTP focuses on the 2050 goal. The RTP supports the achievement of these goals through a strategy of focused growth, expanding transportation choices, pricing mechanisms, and the decarbonization of the transportation system.</p> <p>Promoting resiliency and addressing climate change impacts to vulnerable populations are also focus areas.</p>	<ul style="list-style-type: none"> <li>• Include a reference to the 2030 greenhouse reduction goal in the RTP as an interim step to achieving the 2050 reduction goal.</li> <li>• Include the identification of actions needed to support the achievement of the 2030 greenhouse gas reduction goal as a future work program item within the RTP. These actions should include a mechanism for monitoring progress towards achievement of both the 2030 and 2050 goals and mechanisms for adapting if progress towards these goals does not occur at the rate set forth in the RTP.</li> <li>• Support resiliency and environmental justice efforts by increasing PSRC capacity to analyze these impacts and to engage affected populations. This should include consideration of the hiring of an environmental/climate justice specialist.</li> </ul>

## Regional Transportation Plan - Wicks Amendment Request

Topic	Description	Proposed Additional & Amended Strategies
Climate & Equity	<ul style="list-style-type: none"> <li>Creates accountability to the region's 2030 climate goal.</li> <li>Aligns regional planning and investment decisions to MPP-RGS-8, which requires 65% of population growth and 75% of employment growth to occur near high-capacity transit.</li> <li>Increases scrutiny on projects that could impact historically marginalized communities and on projects that have performed poorly in past funding rounds.</li> <li>Ensures that the future Road User Charge system will be designed with a purpose of implementing regional climate, equity, and mobility goals.</li> </ul>	<p><b>To the Climate strategies on page 183, add:</b></p> <ul style="list-style-type: none"> <li>Analyze whether the strategies outlined in the Regional Transportation Plan and VISION 2050 are sufficient to meet regional cumulative greenhouse gas emissions target for 2030, and, if not, develop a strategic plan to achieve the target.</li> <li>Proactively provide PSRC-led analysis and assistance to local jurisdictions in order to ensure the population and employment patterns envisioned in MPP-RGS-8 are met region-wide and to ensure each jurisdiction is doing its part in planning for the growth.</li> </ul> <p><b>To the Paying for the Plan strategies on page 184, add:</b></p> <ul style="list-style-type: none"> <li>To implement the 2022-2050 Regional Transportation Plan prior to the next project selection round, update the Regional Project Selection Policy Framework for funding through the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) to: <ul style="list-style-type: none"> <li>require all highway capacity project applications for federal funding to estimate the greenhouse gas emissions from the project, and to publicly publish this information.</li> <li>set an aspirational goal that each funding round will reduce greenhouse gas emissions in line with the regional 2030 and 2050 targets.</li> <li>require the "categories" criteria of the Regional Project Selection Policy Framework for STP and CMAQ funding transportation investments to be consistent with MPP-RGS-8, especially by prioritizing walking, bicycling, and</li> </ul> </li> </ul>

		<p>ADA infrastructure within designated regional growth centers, a quarter-mile of bus rapid transit stations, and a half-mile of light rail, commuter rail, and ferry stations.</p> <ul style="list-style-type: none"><li>- require a higher level of scrutiny for highway capacity projects through places with higher proportions of historically marginalized communities.</li><li>- Make projects that score below a certain threshold to be ineligible for further consideration in future rounds until the proposed project is improved and resubmitted for reconsideration.</li><li>- Create a regional project list that is separate and apart from the Regional Priorities List of smaller projects that focus on walking, bicycling, ADA, and transit infrastructure that are eligible for funding in every round of STP and CMAQ project selection. Projects on this list shall not be subject to the higher level of regional scrutiny, review, and approval of projects on the existing Regional Priorities List in case these projects seek and obtain funding from non-federal sources.</li></ul> <p><b>Under the Paying for the Plan strategies on page 184, amend the first sentence of the third bullet to read:</b></p> <ul style="list-style-type: none"><li>- <u>“Make policy decisions on collection and distribution of user fees, aligning pricing and revenue expenditures with achieving regional climate, equity, and mobility goals.”</u></li></ul>
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<p><b>Safety, Bicycle and Pedestrian</b></p>	<ul style="list-style-type: none"> <li>● Sets a target year by which to accomplish zero traffic fatalities.</li> <li>● Sets project design standards to ensure all projects will improve, not hinder, safety.</li> <li>● Elevates building complete walking, ADA, and bike networks in cities and near transit as a core strategy for accommodating population and employment growth and improving regional mobility, in alignment with MPP-RGS-8.</li> <li>● Includes and updates the Active Transportation Plan.</li> </ul>	<p><b>Under the Safety strategies, amend the last listed strategy on page 182 to instead read:</b></p> <ul style="list-style-type: none"> <li>- Convene regional partners and stakeholders to set an aspirational target year for achieving zero traffic fatalities and serious injuries and develop a regional plan with best practices for achieving the safety goal. This will include addressing the full spectrum of safety elements and a Safe Systems Approach.</li> <li>- Require all projects funded by STP and CMAQ dollars to utilize “practical design” and the “Safe Systems Approach” to ensure all projects are right-sized to their context and designed to be inherently safe, following best practices set by the Washington State Department of Transportation, Federal National Road Safety Standards, and the National Association of City Transportation Officials.</li> <li>- Require all bikeways funded through PSRC to be designed such that people of “all ages and abilities” feel safe and comfortable while riding.</li> <li>- Establish design standards, including both qualitative and quantitative performance measures, for the definition of “all ages and abilities” bikeways.</li> </ul> <p><b>Under the Bicycle and Pedestrian strategies on page 182, add:</b></p> <ul style="list-style-type: none"> <li>- Maintain a regional list, and track progress of, all local ADA Transition Plans, Complete Streets ordinances and plans, pedestrian master plans, bicycle master plans, Safe Routes to Schools and Parks programs and plans, and county and regional trails network plans.</li> <li>- Encourage local jurisdictions to package complete networks of bicycle, pedestrian, and ADA infrastructure into single project applications when seeking STP and CMAQ funding.</li> </ul>
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		<ul style="list-style-type: none"><li>- Establish regional funding strategies for local ADA Transition Plans, Complete Streets ordinances and plans, pedestrian master plans, bicycle master plans, Safe Routes to Schools and Parks programs and plans, and county and regional trails network plans.</li><li>- Update and implement the regional Active Transportation Plan, including the Leafline Trails Network.</li></ul>
<b>Coordinated Mobility Plan</b>	<ul style="list-style-type: none"><li>● Focuses on the built environment to create ability- and age-friendly communities, consistent with the policies of AARP's livable communities project and Disability Rights Washington's Disability Mobility Initiative's report.</li><li>● Adds work plan item for thinking of "transportation as a right" within the rural context.</li></ul>	<p><b>To the Coordinated Mobility Plan, add the following as high priority strategies:</b></p> <ul style="list-style-type: none"><li>- Prioritize land use and transportation plans and funding to create ability-friendly &amp; age-friendly communities.</li><li>- Convene stakeholders to set a baseline service level goal for providing transit and door-to-door services within the rural context.</li></ul>



## City of Tacoma

Council Member Kristina Walker  
*At-Large Position 8*

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

March 3, 2022

Dear Ms. McGourty,

Thank you for the opportunity to propose amendments to the Regional Transportation Plan. The City of Tacoma respectfully submits the following proposals.

These amendments are intended to allow the City of Tacoma to proceed with the design of time-sensitive safety and active transportation access improvements along key principal arterials as part of our commitment to achieving Vision Zero and eliminating fatal and serious injury collisions. These improvements are likely to impact/reduce vehicular capacity and are thus required to be included on the Regional Capacity Project List.

### *Additions to the Regional Capacity Project List*

- Portland Avenue [ID 3133]: I-5 to 72<sup>nd</sup> St E (3.3 miles)**  
 Portland Avenue is identified as a high priority corridor in the City's Vision Zero February 2022 data analysis and is identified as a bicycle route in the City's Transportation Master Plan (TMP). The City currently has grant funding for the design & re-paving of sections of Portland Avenue – if we are not added to the Regional Capacity Project list, we will not be able to take advantage of these opportunities to improve safety and implement planned bicycle facilities. This is also a key corridor for increasing active transportation access to transit. Adding bicycle facilities on Portland Avenue from I-5 to S 40th St is on the list of potential Access Projects for Sound Transit's Tacoma Dome Link Extension Project in order to provide connectivity to the new East Tacoma/Portland Avenue station.

- **Orchard St/Lakewood Dr [ID 2967]: S 56<sup>th</sup> St to S 74<sup>th</sup> St (1.1 miles)**

The City entered into an Interlocal Agreement in January 2022 with the cities of University Place and Lakewood to complete 30% design of improvements to S Orchard Street/Lakewood Drive. Safe pedestrian and bicycle access on Orchard Street is a priority for the City's Commission on Disabilities and Bicycle Pedestrian Technical Advisory Group. As we start design, this corridor needs to be on the Regional Capacity Project list in order to keep options open to improve safety and access, which may require repurposing vehicular lanes.

- **S 74<sup>th</sup>/72<sup>nd</sup> St [ID 3190]: S Cedar St to Waller Rd (4.1 miles)**

The City's Vision Zero Crash Analysis has identified S 72<sup>nd</sup> St as one of the City's highest risk corridors and it is identified as a bicycle route in the City's TMP. This corridor connects the Water Flume Line Trail to the Pipeline Trail, links to Pierce Transit's first Bus Rapid Transit route on Pacific Avenue, and extends Pierce County's 72<sup>nd</sup> St E road diet project, which added bike lanes. The City intends to allocate and pursue funding for implementation of Vision Zero prior PSRC's 2024 opportunity to be added to the Regional Capacity Project list, and this corridor is emerging as one of the top priorities. Improving safety for all road users and implementing the City's TMP along this corridor will likely require changes to vehicle lane(s).

### ***Modification to the Regional Capacity Project List***

- Update the description of **South Tacoma Station Access Improvements (4085)** to explicitly include **South Tacoma Way [ID 2977] from Pine Street to South 47<sup>th</sup> St**, in partnership with Sound Transit. Upgrading the existing unprotected bike lanes to a protected/separated facility is on Sound Transit's list of South Tacoma Sounder Station Access potential improvements. Design of these projects is slated to begin in 2022.

The City of Tacoma fully acknowledges that PSRC had a call for additions to the Regional Capacity Project List in spring 2021 and recognizes our error in not submitting these projects at that time. City staff misunderstood the need for these types of projects to be added to the list prior to starting design and in order to take advantage of emergent opportunities, such as re-paving.

These projects are necessary to meet the City of Tacoma's safety, equity, health, and access goals for our transportation system, and we believe they are in alignment with PSRC's vision and policies:

- Tacoma City Council has passed a **Vision Zero goal** to eliminate crashes that cause serious injuries or death by 2035. With these crashes concentrated on arterials, the City will need to act quickly to implement changes along these corridors to improve safety for all roadway users.
- The City of Tacoma has a **Complete Streets policy** that requires City staff to approach publicly funded transportation projects as an opportunity to create safer, more accessible streets for all users.
- The City of Tacoma recently passed a new **2030 Climate Action Plan** which recognizes transportation as our greatest contributor to greenhouse gas emissions. The plan sets an ambitious goal of completing our active transportation network by 2050.

Thank you for your consideration. City staff are happy to provide any additional project details that may be required for these amendments.

Sincerely,



Kristina Walker



**From:** [Trask, Blake](#)  
**To:** [Kelly McGourty](#)  
**Cc:** [Balducci, Claudia](#); [Camenzind, Krista](#); [Cavazos, Madeline](#); [Bourguignon, Mary](#); [Transportation Email](#); [Ben Bakkenta](#)  
**Subject:** RTP Amendments - Balducci  
**Date:** Friday, March 4, 2022 3:44:38 PM  
**Attachments:** [RTP-Amdts-WorkPlan-Balducci-FINAL.docx](#)

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Dear Kelly-

On behalf of President Balducci, please find the attached Regional Transportation Plan amendments. Please note these were worked up in as much detail as possible, understanding that additional plan amendments may be needed based on the summary and responses to public comments that is forthcoming.

Feel free to reach out to me with any questions.

Thank you and best regards,

**Blake Trask**

Communications Director & Transportation Lead

Office of King County Council Chair

Claudia Balducci

Office: 206.477.3778 | Cell: 206.496.7519

[blake.trask@kingcounty.gov](mailto:blake.trask@kingcounty.gov)

[www.kingcounty.gov/balducci](http://www.kingcounty.gov/balducci)

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WORK PLAN amendment language

Regional Transportation Plan 2022-2050

March 4, 2022

RTP | In TOC, insert Work Plan as Section 4.1 and renumber subsequent sections (pp. 6, 7)

Chapter 4 – Big Ideas and Implementation .....	169
4.1 Work Plan.....	170
4.1.1 Work Plan Action 1: Develop Climate Implementation Strategy .....	170
4.1.2 Work Plan Action 2: Develop Regional Safety Plan .....	170
4.1.3 Work Plan Action 3: Sequence the RTP and Federal Funding Processes .....	170

<<Note: Subsequent sections of Chapter 4 will need to be renumbered and pagination in the TOC adjusted>>

RTP | Add description of Work Plan items to Executive Summary “How do we make this happen?” Section (p. 15)

How do we make this happen?

The Regional Transportation Plan includes a forward-looking financial strategy that identifies revenue sources to cover projected costs needed to maintain, operate, and improve the region’s transportation system through the year 2050. It provides a feasible forecast of how state, regional and local agencies can pay for what needs to be built and maintained through the life of the plan to meet the transportation needs of a region expected to see significant population and economic growth in the coming decades.

Although a substantial portion of the plan (86%) is covered by projected current revenue sources, a 14% revenue gap remains that needs to be filled with new revenue sources. The financial plan identifies a menu of new revenue options that can be reasonably assumed to be available in the future for local jurisdictions, transit agencies, the ferry system, and state highways. An important component of the strategy acknowledges the eventual replacement of motor vehicle fuel taxes with a Road Usage Charge, with an assumption that in the central Puget Sound region an increment of revenues generated would be available for a wide variety of transportation investments, including transit, bicycle and pedestrian infrastructure, and other projects. Difficult legislative decisions will have to be made at a variety of levels to make these new revenues a reality.

Implementing the RTP, aligning the RTP with federal funding processes, and preparing for a major update of the next RTP will require critical actions to be accomplished during the next several years. The Work Plan in Chapter 4 describes three key near-term actions: develop a climate implementation strategy, develop a regional safety plan, and sequence the RTP and federal funding processes.

## RTP | Add new Work Plan section to Chapter 4 (p. 170)

**Chapter 4 – Big Ideas and Implementation**

The Regional Transportation Plan is a living document and will continue to evolve. The plan is revised every four years and as time passes, new projects will be identified and refined. Some of these will formally enter the plan and be advanced by project sponsors, while others will remain big ideas for further exploration. This chapter discusses some of the longer-range conceptual transportation projects, as well as implementation actions and administrative processes used by PSRC to coordinate transportation planning at all levels of government.

**Work Plan****Planning for the next Regional Transportation Plan**

By the time the next Regional Transportation Plan is due, the regional transportation system and the region's transportation needs will be significantly different than today. Five factors, in particular, will change how, when and where people travel around the region, as well as how transportation infrastructure and services are funded and used, and will need to be analyzed and included in the region's plans for its transportation future:

- **Expansion of high-capacity transit.** The region's high-capacity transit system has expanded significantly since the last major update to the Regional Transportation Plan was completed in 2010, with the opening of Link light rail extensions to the University of Washington and Northgate to the north and to Angle Lake to the south. Over the next several years, the high-capacity transit system will expand further, with the opening of the East Link, Hilltop Tacoma Link, Lynnwood Link, and Federal Way Link extensions, as well as the start of Sound Transit's I-405 Stride bus rapid transit service. This significant expansion of the region's high-capacity transit network will change how people use transit, as light rail and bus rapid transit will offer quick connections to major destinations, local bus routes will be restructured to connect with the high-capacity transit spine, and first-mile/last-mile flexible mobility services will be tested and implemented around the region.
- **Pandemic-related travel patterns.** The region's travel patterns may also change in significant ways due to the long-term impacts of the COVID-19 pandemic. By 2026, we should have a better understanding of how long-term telecommuting or hybrid home/office working arrangements will affect where and when office workers travel, as well as how these changes in office working patterns will affect where and when frontline workers travel.
- **Regional growth.** The Puget Sound region has experienced strong growth since 2010, with the region's population growing from 3.7 million in 2010 to 4.3 million in 2020. With VISION 2050's forecast of 5.8 million people in the region by 2050, as

well as the continued implementation of regional growth plans that have concentrated growth within centers, the region's transportation system will need to continue to adapt to serve a growing and increasingly concentrated population.

- **Climate crisis.** Even though considered in 2022 plan update, understanding of the problem and the urgency of the problem continue to grow very quickly. Recent IPCC reports state that action is needed urgently within the next 10 years in order to avert the worst effects of climate change. In addition to adopting an RTP that frontloads the response in the first decade of the plan, the next RTP will need to develop strategies to achieve the State of Washington's new greenhouse gas reduction targets (45% below 1990 levels by 2030, 70% below 1990 levels by 2040, and 95% below 1990 levels by 2050), as well as performance measures to track the region's progress in meeting those targets.
- **Fast changing federal and state funding environment.** The federal Bipartisan Infrastructure Law will invest up to \$90 billion in public transportation, \$110 billion in roads and bridges, \$17 billion in port infrastructure and waterways, \$25 billion in airports, and \$7.5 billion in electric vehicle charging projects around the country over the next five years. The state's Move Ahead Washington transportation package will provide \$16 billion over the next 16 years for transportation improvements around the state. These new funding sources will lead to significant investments in the regional transportation system and will have significant impacts on the projects that jurisdictions and agencies around the region are able to undertake over the next several decades.

The combination of these five factors mean that the region's transportation system and transportation needs will be very different in the late 2020s than they were in 2010. The next RTP will require a major update that includes environmental analysis. To prepare for that effort, this work plan outlines actions PSRC will take during the next several years.

### **Work Plan Action 1: Develop Climate Implementation Strategy**

The RTP, aligning with Vision 2050, aims to achieve the Puget Sound Clean Air Agency's adopted greenhouse gas reduction goals for 2030 and 2050: to reduce greenhouse gas emissions to 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050. PSRC will continue to collaborate with the Puget Sound Clean Air Agency and other regional partners, as well as the Washington State Department of Ecology, to develop an implementation plan to achieve both the 2030 and 2050 greenhouse gas reduction goals. The Climate Implementation Strategy will be based on the adopted Four-Part Greenhouse Gas Strategy – with decisions and investments in the categories of Land Use, Transportation Choices, Pricing and Technology / Decarbonization – but will focus on strategies and actions to achieve the goals in both 2030 and 2050, as well as any additional interim milestones needed to achieve those goals and evaluate progress.

- **Timeline.** The Climate Implementation Strategy will be coordinated with the Puget Sound Clean Air Agency's 2022 update to its Strategic Plan, with specific

greenhouse gas reduction strategies, near term actions, and milestones to evaluate progress to be presented to the Transportation Policy Board by the end of 2022.

- *Outcomes.* The Climate Implementation Strategy will evaluate the region's likelihood of achieving both its 2030 and 2050 greenhouse gas transportation related reduction goals, as well as the steps that must be taken, particularly in the next several years, to achieve the 2030 greenhouse gas transportation reduction goal. Assumptions and targets for technology, state-level funding, mode share, and regional vehicle-miles-traveled (VMT) reduction goals (in addition to per-capita VMT targets) should also be included. The Climate Implementation Strategy will also develop metrics to track the region's progress toward the 2030 and 2050 goals.

### **Work Plan Action 2: Develop Regional Safety Plan**

The Regional Transportation Plan aligns with the goal of Washington state's Strategic Highway Safety Plan, *Target Zero*, of zero deaths and zero serious injuries on Washington's roadways by 2030 through safety in the design, planning and funding of projects. To ensure that project selection helps the region achieve this goal, while using a Safe System Approach, PSRC will seek funding from the US Department of Transportation's Federal Highway Administration<sup>1</sup> to develop a regional safety plan to achieve the vision of zero deaths and serious injuries by 2030.

- *Timeline.* The development of a Regional Safety Plan will be coordinated with the Federal Highway Administration and Washington State Department of Transportation, as well as with local jurisdictions. The plan is to be presented to the Transportation Policy Board by May 2023.
- *Outcomes.* The Regional Safety Plan will include specific criteria for future project evaluation, including vehicle miles traveled modeling, as well as metrics to track the region's progress toward the Target Zero goal by 2030.

### **Work Plan Action 3: Sequence the RTP and Federal Funding Processes**

PSRC plays a vital role in allocating federal funding to regional transportation projects. Evaluation and selection of those projects is informed by adopted Regional Transportation Plan policies and goals. Unfortunately, because of the timing of federal funding availability and the RTP update cycle, these processes have become mis-aligned, with each federal funding cycle relying on the previous RTP rather than the one that is nearing adoption. It is vital that PSRC address this sequencing so that the most recent RTP will guide federal funding processes for upcoming funding cycles.

<sup>1</sup> US Department of Transportation, Federal Highway Administration, Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities ([https://safety.fhwa.dot.gov/tsp/fhwasa18024/MPOLocalSafetyPlanGuide\\_508compliant.pdf](https://safety.fhwa.dot.gov/tsp/fhwasa18024/MPOLocalSafetyPlanGuide_508compliant.pdf))

- Timeline. The development of a plan to sequence the RTP and federal funding processes will be complex and may require Board action. A plan to coordinate sequencing with federal funding cycles is to be presented to the Transportation Policy Board by October 2022.
- Outcomes. Sequencing the RTP and federal funding processes may require significant work at both the staff and board levels.

RTP | Add summary of Work Plan to What's Ahead section of Ch 4 (p. 184)

## Chapter 4: Big Ideas and Implementation

### Work Plan

- **Work Plan Action 1: Develop Climate Implementation Strategy.** PSRC will continue to collaborate with the Puget Sound Clean Air Agency and other regional partners, as well as the Washington State Department of Ecology, to develop an implementation plan to achieve both the 2030 and 2050 greenhouse gas reduction goals.
- **Work Plan Action 2: Develop Regional Safety Plan.** PSRC will seek funding from the US Department of Transportation's Federal Highway Administration to develop a regional safety plan to achieve the goal of zero deaths and serious injuries on Washington's roadways by 2030 through safety in the design, planning and funding of projects.
- **Work Plan Action 3: Sequence the RTP and Federal Funding Processes.** PSRC will address the alignment of the RTP and federal funding processes so that the most recent RTP will guide federal funding processes for upcoming funding cycles.



March 4, 2022

PSRC Transportation Policy Board and Executive Board  
1011 Western Ave #500  
Seattle, WA 98104

**RE: Alignment Between the Draft Regional Transportation Plan (RTP) and Ballard-Interbay Regional Transportation System (BIRT) Report**

Dear PSRC Transportation Policy Board,

We appreciate the opportunity to provide feedback on the draft Regional Transportation Plan (RTP). The purpose of this letter is to emphasize the importance of ensuring alignment between the RTP and the [Ballard-Interbay Regional Transportation System \(BIRT\) Report](#), which was completed since the last RTP update.

The Ballard-Interbay Regional Transportation System is the third-most used North/South transportation and freight corridor after I-5 and SR-99. It supports a rapidly growing population center and a regional hub for economic, maritime, and freight activity. With aging infrastructure and growth-related stress, this area must be a focus for regional planning efforts and transportation investment.

Background

The Washington State Legislature allocated \$700,000 in 2019 through [ESHB 1660](#) for the development of an analysis and plan to improve mobility of people and freight in the Ballard-Interbay Regional Transportation System. The scope of this report includes study of replacing the Ballard Bridge and Magnolia Bridge, as well as identification of other transportation improvements that can be made to the surrounding areas.

The BIRT Report was completed in 2020 and resulted from close collaboration between state, regional, and local governments. The Seattle Department of Transportation (SDOT) acted as the lead agency, working in partnership with the Washington State Department of Transportation, Port of Seattle, Sound Transit, King County, Washington State Military Department, as well as employers, community members, and other stakeholders. The Washington State Legislature recently included \$25 million to support infrastructure in the BIRT corridor in the recent Move Ahead WA transportation package.

Regional Importance of the Ballard-Interbay Area

As a key transportation corridor for the entire Puget Sound region, mobility improvements in the Ballard-Interbay area have broad impacts beyond the City of Seattle. Ballard-Interbay is a key freight corridor and includes the Ballard-Interbay-Northend Manufacturing and Industrial Center (BINMIC). The BINMIC was home to 28,700 jobs in 2018, including 12,000 freight-oriented jobs. The BINMIC's connections to Elliot Bay, Shilshole Bay, and Puget Sound make it a crucial maritime asset for the regional economy. Approximately 59,000 vehicles use the Ballard Bridge daily, with approximately 20,000 using the Magnolia Bridge.



The Ballard-Interbay area is also growing rapidly, increasing the importance of adequate transportation infrastructure. In 2019, 95,000 people, or 13% of Seattle's population, reside in Ballard, Magnolia, and Interbay. The population has increased by 14% since 2010 with new developments continuing to break ground. Three new light rail stations are planned as part of Sound Transit expansion. As offices reopen, the new Expedia campus will add new stresses to the transportation system, as would possible future developments at the Armory site. The Port is also making investments to revitalize key facilities on Terminal 91 and Fisherman's Terminal.

### Project Recommendations

The BIRT Report includes analysis of options for replacing the Ballard and Magnolia Bridges, as well as recommendations for tactical transportation investments that can be made to the Ballard-Interbay area to improve mobility for people and freight.

The Ballard Bridge was built in 1917 and rebuilt in 1937. It is currently rated in "fair" condition, the same condition that the West Seattle High Bridge was rated prior to closure. The Magnolia Bridge was built in 1930 and was badly impacted by the 2001 Nisqually earthquake. It is rated in "poor" condition.

As the report makes clear, replacing the Ballard and Magnolia Bridges will require regional partnership and support from the State of Washington. The report does not identify a preferred alternative for either bridge replacement. It does identify several possible funding sources that could be utilized and provides a range of cost estimates. Depending on which alternatives are selected, the total cost to replace the Ballard Bridge could range from \$330 million to \$1.5 billion. Replacement of the Magnolia Bridge could range in cost from \$200 million to \$420 million.

In addition, the report evaluated more than 80 potential projects beyond bridge replacement. Some of these projects complement future bridge replacement, and others are low-cost investments that can be made sooner, independent of bridge replacement. Top-tier projects include sidewalks in Ballard, Interbay, and Smith Cove, improvements to bicycle and wheelchair access, and projects in the following corridors:

- 14<sup>th</sup> Avenue
- Leary Way
- 15<sup>th</sup> Ave W/Elliott Ave W
- W Dravus St
- Armory Way Bridge/Thorndyke Ave W
- Magnolia Bridge Corridor

Thank you for your consideration and the opportunity to provide comment. We encourage you to review the full BIRT Report and ask that the report and its findings be recognized in the Regional Transportation Plan.

Sincerely,

Seattle City Councilmember Dan Strauss

Washington State Senator Reuven Carlyle

King County Councilmember Jeanne Kohl-Welles

Seattle City Councilmember Andrew Lewis

Washington State Representative Liz Berry

Port of Seattle Commissioner Toshiko Hasegawa



## 2022-2050 Regional Transportation Plan - Potential Amendment Request

*The amendment below is intended to strengthen the plan. It is presented in summary form to support consideration and discussion by the Transportation Policy Board. This amendment may affect multiple plan areas and future PSRC work programs.*

Topic	Description	Proposed Amendment
Mobility	The draft Regional Transportation Plan identifies needs to improve network connectivity, include equity in evaluation of needs, emphasize safety improvements for bicyclists and pedestrians, and refine active transportation performance metrics. Vision 2050 establishes the goal for 20% of trips by walking and biking by 2050.	<p>Support updates and analysis of the Active Transportation Plan, in addition to regional capacity projects, to close substantial gaps in the facility network.</p> <ul style="list-style-type: none"> <li>- <i>Chapter 1, Bicycle and Pedestrian, pages 53-60</i></li> </ul> <p>Add a section titled “Regional Active Transportation Network” that outlines the value of completing active transportation spines and networks, regional needs, work to date, and PSRC’s role.</p> <ul style="list-style-type: none"> <li>- <i>Chapter 4, Big Ideas for Longer Range Transportation Investments, pages 170 - 175</i></li> </ul> <p>Prioritize development of qualitative and quantitative active transportation performance measures to analyze regional access to “all ages and abilities” facilities, such as household access to nearby shared use paths. These metrics should be included among priority performance objectives, and addressed by regional capacity projects.</p> <ul style="list-style-type: none"> <li>- <i>Chapter 1, Active Transportation in 2050, page 61, paragraph 5; &amp; Chapter 2, Mobility System Performance, pages 150 - 152</i></li> </ul>

# SAVE THE DATE

Puget Sound Regional Council  
2022 Annual General Assembly



**May 26, 2022 | 10:00 AM – 1:00 PM**

**Location and/or remote participation TBD**

PSRC's General Assembly will meet on **May 26, 2022**, to vote on major decisions, establish the budget, and elect new officers. Please save the date!

All mayors, county executives, commissioners, and councilmembers of PSRC member jurisdictions and tribes have votes at the Assembly and are encouraged to participate.

Registration will open in **early April**.

For questions, please contact **Sheila Rogers** at (206) 354-6560 or email [srogers@psrc.org](mailto:srogers@psrc.org).



Puget Sound Regional Council