



Puget Sound Regional Council

Transportation Policy Board

Thursday, October 12, 2023 • 9:30 – 11:30 AM

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

Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 878 6268 1077, Passcode: 840998

Provide public comment

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person**
Public comment may be made in person at PSRC's office.
- **Comment during the meeting by Zoom or phone:** [Register here](#)
To allow staff time to process requests, registration is required and closes at 8:00 am the day of the meeting. Late registrations will not be accepted.
- **Written comments**
Comments may be submitted via email to cmoreau@psrc.org by 8:00 am the day of the meeting. Comments will be shared with board members. Comments received after the deadline will be provided to board members after the meeting.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#).

1. Call to Order and Roll Call (9:30) - Mayor Dana Ralph, Chair

2. Communications and Public Comment

Public comment must relate to an action or discussion item on the agenda.

3. Report of the Chair

4. Director's Report

5. Consent Agenda - Action Items (9:45)

- a. Approve Minutes of Transportation Policy Board Meeting held September 14, 2023
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend a Change in Regional Transportation Plan Project Status for Two Projects

6. Action Item (9:50)

- a. Recommend Approval of Projects for Rural Town Center and Corridors Program and Transportation Alternatives Program Funding – *Sarah Gutschow & Doug Cox, PSRC*

7. Discussion Item (10:05)

- a. Recommendations to the 2024 Washington State Legislature – *Robin Koskey, PSRC*

8. Discussion Item (10:20)

- a. Climate Pollution Reduction Grant Program – *Kelly McGourty, PSRC & Sara Hetrick, PSCAA*

9. Discussion Item (10:40)

- a. Preparing for the 2024 Project Selection Process – *Kelly McGourty, PSRC*

10. Information Items

- a. Transportation Work Program Progress Tracker
- b. Cascadia Innovation Corridor November 15 Summit

11. Next Meeting: November 9, 2023, 9:30 – 11:30 AM, In-Person Attendance Encouraged

Major Topics for November:

- Release 2025-2026 FTA Funding Recommendations for Public Comment
- Preparing for the 2024 Project Selection Process

12. Adjourn (11:30)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Casey Moreau, e-mail cmoreau@psrc.org or mail.

For language or ADA assistance at PSRC board meetings, please contact us at (206) 464-7090 at least 72 hours in advance of the meeting. For TTY-based telecommunications relay service dial 711.

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Puget Sound Regional Council

MINUTES OF THE TRANSPORTATION POLICY BOARD

September 14, 2023

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

CALL TO ORDER

The meeting was called to order at 9:31 a.m. by Mayor Dana Ralph, Chair. Chair Ralph announced that the Transportation Policy Board (TPB) meeting would be hybrid, allowing for remote and in-person attendance. The meeting will be live streamed, and a call-in number provided for members of the public to listen.

Chair Ralph announced membership changes:

- Commissioner Christine Rolfes, Kitsap County has been appointed as a new member.
- Lindsey Sehmel, Transportation Operators Committee alternate, has departed the board.

A quorum was established by roll call.

COMMUNICATIONS AND PUBLIC COMMENT

There were no public comments.

REPORT OF THE CHAIR

PSRC is recruiting for the 2024 cohort of the Equity Advisory Committee. Applications are due September 18. The committee consists of residents, entrepreneurs, and staff from government, educational, and community-based organizations with expertise in racial equity. Members were encouraged to share the application materials on the PSRC website.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, shared that agenda item 7, Recommendations for Rural Town Centers and Corridors Program and Transportation Alternatives Program, had been updated to include projects on the contingency list, which had inadvertently been omitted. The board also received an email update with an attachment regarding agenda

item 6, Non-Voting Seats on the TPB. The board will be briefed on the attachment during the discussion.

PSRC is planning to host an in-person TPB meeting on November 9. A remote option will still be available, but members are strongly encouraged to attend in-person. The December meeting will be online only for members as PSRC makes progress on moving to a new office by January 2024.

Climate, Safety and Equity continue to be the key topics of the transportation work program. The board received a briefing at its July meeting on the equity pilot, and Ms. McGourty noted that the call for projects will launch next week. The recommendations for projects to receive funding from the pilot and recommendations for improvements to the next project selection process will be provided to the board at its November and December meetings.

Related to climate, Ms. McGourty reminded the board that PSRC concluded the 2030 greenhouse gas analysis and sensitivity tests earlier in 2023. Subsequently, members of MPOs, transit agencies, federal partner agencies and climate organizations were invited to participate in a climate expert review panel. Meetings have started with additional meetings scheduled in the upcoming months. The board will be briefed on the climate expert review panel upon its conclusion.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held July 13, 2023
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend a Change in Regional Transportation Plan Project Status for Four Projects
- d. Recommend Approval of an FTA Project Tracking Extension and Scope Change
- e. Recommend Certification of Pierce County Countywide Planning Policies

ACTION: The motion was made by Councilmember Ryan Mello and seconded by Commissioner Toshiko Hasegawa to adopt the Consent Agenda. The motion passed unanimously.

RECOMMEND APPROVAL OF NON-VOTING SEATS ON THE TRANSPORTATION POLICY BOARD

Ms. McGourty, PSRC, shared that recommendations for changes to non-voting seats would apply to both the Growth Management Policy Board (GMPB) and TPB. The GMPB had a modification to the recommendation, which was emailed to the TPB prior to the meeting.

Ms. McGourty shared that TPB currently has eight at-large non-voting positions, four seats are for Community/Environment and four for Business/Labor category. Seats are three-year positions with staggered recruitment. Both TPB and GMPB also have predefined non-voting seats for PSRC committees and Public Agencies. Ms. McGourty shared the current TPB membership for these seats.

With seats expiring this year, staff took the opportunity to evaluate the structure of the non-voting seats and application process, which was also reviewed by the Executive Committee. Ms. McGourty outlined proposed changes to the non-voting seats:

- Add a seat for Public Health Agencies in the Public Agency category. Historically, public health agencies held non-voting seats and would go through the reapplication process every three years. Due to the importance of their participation in PSRC planning efforts, staff propose designating a specific seat for public health agencies under the public agencies category.
- Remove seats for the Transportation Improvement Board (TIB) and Freight Mobility Strategic Investment Board (FMSIB) from the Public Agency category. Both agencies have experienced turnover and have been unable to fill appointed seats. The agencies would have the opportunity to submit applications for at-large seats when capacity allowed.
- Add a seat for the Equity Advisory Committee in the PSRC Committees category. The committee brings valuable perspective to PSRC's planning work. A seat would be added to recognize their contributions at the policy board level.
- Reduce the at-large number of non-voting seats from eight to six to reflect the changes above, and merge the separate categories to allow for more flexibility and types of applications.

Ms. McGourty summarized the concerns and the amendment from the September 7 GMPB meeting regarding merging the non-voting seat categories. GMPB members stated that the four distinct categories ensure representation from community, environment, business and labor. The GMPB recommended keeping the distinct categories with three seats each.

Ms. McGourty also shared challenges to recruiting for non-voting seats and planned improvements for the process. Additional staff recommendations are to no longer maintain staggered terms, and applications would be received on an as-needed basis, allowing for vacancies to be filled and the chairs to make appointments as needed. The intent is to allow more opportunities to engage with a larger pool of candidates. Staff will also consider attendance a requirement to ensure participation.

Board members shared that they agreed with the GMPB recommendation to maintain the Community/Environment and Business/Labor categories. Board members asked if TIB and FMSIB are no longer permanent seats on the board, how does PSRC ensure

expertise from those sectors, particularly freight. Staff responded that PSRC maintains relationships with these agencies, as well as with WSDOT and the Freight Advisory Committee.

Board members requested staff to reach out to TIB and FMSIB to confirm that they no longer wish to participate or do not have the capacity.

Action: It was moved by Councilmember Kate Kruller and seconded by Councilmember Jennifer Robertson that the Transportation Policy Board accept proposed changes to the composition of non-voting seats as shown in the updated Attachment A and maintain TIB and FMSIB until it is confirmed that they do not wish to appoint representatives.

RELEASE PROJECT RECOMMENDATIONS FOR RURAL TOWN CENTERS AND CORRIDORS (RTCC) PROGRAM AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FOR PUBLIC COMMENT

Doug Cox, PSRC, provided background on the RTCC 2023 competition and an overview of applications received. He described the criteria used to score the projects and the committee formed to review the projects. The committee developed a unanimous funding recommendation with a prioritized contingency list. He noted that the criteria for both the 2023 RTCC and TAP competitions incorporated the new safety and equity criteria from the 2022 project selection process. Mr. Cox gave a high-level overview of the types of projects that applied for funds. All projects had strong connections to rural centers.

Sarah Gutschow, PSRC, provided an overview of PSRC's 2023 TAP competition. The program provides funding for community-based transportation improvements. A higher amount of funding was available this year due to the Bipartisan Infrastructure Law. Staff first conducted a technical evaluation of all applications received. PSRC then convened a committee to consider the scores and additional other factors such as geographic and agency balance. The committee developed a unanimous funding recommendation and prioritized contingency list.

Ms. Gutschow gave an overview of the geographic location of the projects recommended for funding from both processes. The next step is to release the projects for public comment. At its October 12 meeting, TPB will review public comment received and make a final recommendation to the Executive Board.

ACTION: It was moved by Councilmember Ryan Mello and seconded by Deputy Mayor Kristina Walker that the Transportation Policy Board should release for public comment the list of projects recommended for: identified in Attachments A and B recommended for:

- **\$6.09 million of Rural Town Centers and Corridors Program funding as identified in Attachment A, along with the**

- recommended contingency project list.**
 - \$23.6 million of Transportation Alternatives Program funding as identified in Attachment B, along with the recommended contingency project list.**

REGIONAL SAFETY PLAN DRAFT SCOPE OF WORK

Gary Simonson, PSRC, began the presentation sharing safety trends in the region. Since the pandemic there has been an increase in serious traffic incidents. To address the challenges, PSRC is working on developing a Regional Safety Action Plan, which was identified as an action item in the Regional Transportation Plan (RTP). The development of the plan has been funded by an award from the U.S. Department of Transportation Safe Streets and Roads for All (SS4A) grant program. Staff have developed a draft scope of work for the plan incorporating feedback received during the Regional Safety Summit.

Mr. Simonson shared that the guiding principle for the plan is following a Safe System Approach, which he described. Mr. Simonson gave an in-depth overview of the Scope of Work for the Regional Safety Action Plan. He described the overall purpose of the plan and the data and analysis that will be conducted, including various typologies. The plan is intended to provide resources and toolkits to assist local agencies in identifying the most efficient and effective solutions within their area. Robust community and stakeholder engagement is planned throughout the process.

The next step for plan development is to release a Request for Proposals (RFP) for consultant support. PSRC anticipates selecting consultants by the end of the year. The board will be updated at regular intervals as the plan is developed. The plan is scheduled for adoption in the first quarter of 2025.

Board member comments reflected the need to engage with local jurisdiction staff, and to make the data available on PSRC's website. The sharing of best practices and resources across agencies was also noted. Lastly, it was reinforced that there are different needs for different locations, and the plan should support that.

PROJECT SELECTION PROCESS

Ms. McGourty, PSRC, provided background on PSRC's project selection process for federal funds. She noted that Federal Highway Administration (FHWA) funds are distributed through a competitive process and that Federal Transit Administration (FTA) are distributed through the earned share and new equity formula distribution. Ms. McGourty also gave an overview of the Policy Framework for PSRC's Federal Funds and how PSRC conducts the PSRC project selection process. She also provided background on the project evaluation criteria and point values, noting variances for point values depending on funding sources. She highlighted that equity and safety criteria were strengthened in the 2022 project selection process.

Previously, a Project Selection Task Force reviewed process details such as set asides and other policy issues. For the 2024 process, the Framework will be discussed at the TPB, with a particular emphasis on the policy areas of climate, safety, and equity.

Ms. McGourty reviewed the current work on safety, climate, and equity and upcoming milestones. At its meetings October – December, TPB will have board discussions on these key policy areas for the policy framework. It is anticipated that the Policy Framework will be adopted in January 2024. The schedule would release the call for projects in February 2024 and the competition will be conducted through June 2024, with project recommendations presented to the board in July.

Ms. McGourty gave highlights of the types of projects funded in the prior process.

Members discussed the timing of the adoption of the framework and how members will provide feedback over the next three meetings.

Mayor Ralph noted a flyer in the agenda packet flyer on a PSRC event: From Pandemic to Prosperity, September 29. Registration is available online. She also noted the Transportation Work Program Tracker included in the agenda packet as an information item.

ADJOURN

The meeting adjourned at 11:10 AM.

TPB MEMBERS & ALTERNATES PRESENT

Attachment A - Attendance Roster.

GUESTS and PSRC STAFF ATTENDING

(As determined by staff)

Ben Bakkenta, PSRC
 Josh Brown, PSRC
 Nancy Buonanno Grennan, PSRC
 Doug Cox, PSRC
 Sara Gutschow, PSRC
 Kathryn Johnson, PSRC
 Piset Khuon, PSRC
 Alexa Leach, PSRC
 Kelly McGourty, PSRC
 Casey Moreau, PSRC
 Gary Simonson, PSRC

Attachments:

A – Transportation Policy Board July 13, 2023, Attendance Roster

Transportation Policy Board - September 14, 2023				5.a - Att. A			
Voting Members			✓	Non-voting Members			✓
King County	2	CM Girmay Zahilay	1	Associate Members			
		CM Dave Upthegrove	1	Island County	1	COMM Melanie Bacon	
		Vacant Alt				COMM Jill Johnson Alt	
		Vacant Alt		Thurston Regional Planning Council	1	MYR Andy Ryder, Lacey	
Seattle	2	CM Dan Strauss				Marc Daily	1
		CM Alex Pedersen	1	Public Agency Members			
		CP Debora Juarez Alt		Puget Sound Clean Air Agency	1	CM Megan Dunn	
Bellevue	1	CM Jennifer Robertson	1			Christine Cooley Alt	
		CM Janice Zahn Alt		Freight Mobility Strategic Investment Board	1	Vacant	
Cities/Towns	3	CM Kate Kruller, Tukwila	1			Vacant Alt	
		MYR Dana Ralph, Kent, Chair	1	WA Transportation Improvement Board	1	Vacant	
		MYR Mary Lou Pauly, Issaquah				CM Sam Low, Snohomish Co. Alt	
		CM Peter Kwon, SeaTac Alt		PSRC Committees			
		CM Wendy Weiker Mercer Isl Alt		Regional Staff Cmte.	1	Vacant	
		DEP MYR Jay Arnold, Kirkland Alt	1			Vacant Alt	
Local Transit	1	CM Rod Dembowski	1	Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.	1
		Vacant Alt				Shane Weber, Bremerton Alt	
Kitsap County	1	COM Christine Rolfes		Transportation Operators Cmte.	1	Peter Heffernan, King County	1
		COM Charlotte Garrido Alt				Vacant Alt	
Bremerton	1	MYR Greg Wheeler	1	Private/Civic Members-Business/Labor			
		CP Jeff Coughlin Alt		WA Trucking Associations exp. 12/31/25	1	Sheri Call	
Cities/Towns	1	Vacant				Jeff DeVere Alt	1
		CM Leslie Schneider, Bainbridge Isl Alt	1	Vacant exp. 12/31/25	1	Vacant	
Local Transit	1	MYR Rob Putaansuu, Port Orchard	1			Vacant Alt	
		CM John Clauson, Port Orchard Alt		Seattle Met. Chamber of Commerce exp. 12/31/25	1	Lorelei Williams, WSP USA	1
Pierce County	1	CM Ryan Mello, Vice Chair	1			Amy Grotefendt, Enviroissues Alt	
		CM Dave Morell Alt		Master Builders of Pierce County exp. 12/31/23	1	Jessie Gamble	
Tacoma	1	DEP MYR Kristina Walker	1			Jason Gano Alt	
		CM Olgy Diaz Alt		Private/Civic Members-Community/Environment			
Cities & Towns	1	CM Tim Ceder, Milton	1	Seattle Aging & Disability Services exp. 12/31/23	1	Dinah Stephens	1
		MYR Josh Penner, Orting Alt	1			Vacant Alt	
Local Transit	1	CM Marty Campbell, Pierce County		Vacant exp. 12/31/25	1	Vacant	
		MYR Daryl Eidinger, Edgewood Alt				Vacant Alt	
Snohomish County	1	CM Jared Mead		Public Health Seattle/ King County exp. 12/31/23	1	Dr Faisal Khan, Seattle-King County	
		CM Strom Peterson Alt				Dennis Worsham, Snohomish Co. Alt	
Everett	1	CM Ben Zarlingo		Vacant exp. 12/31/23	1	Vacant	
		MYR Cassie Franklin Alt				Vacant Alt	
Cities/Towns	1	CM Jan Schuette, Arlington		Non-voting	16	Non-voting members present	6
		MYR Pro Tem Stephanie Vignal, Mill Creek Alt		Ex-Officio Non-Voting Members			
Local Transit	1	CM Kim Daughtry, Lake Stevens	1	State Legislators	87	Districts within PSRC's boundary	
		CM Jan Schuette, Arlington Alt					
Regional Transit	1	CM Ed Prince, Renton					
		MYR Kim Roscoe, Fife Alt					
Federally Recognized Tribes							
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.					
		Vacant Alt					
Puyallup Tribe of Indians	1	Andrew Strobel					
		Robert Barandon Alt					
Suquamish Tribe	1	CM Luther (Jay) Mills					
		CHRMN Leonard Forsman Alt					
Statutory Members							
Ports	1	COM Toshiko Hasegawa, Seattle	1				
		COM Cary Bozeman, Bremerton Alt					
WA Trans. Commission	1	COM Jim Restucci					
		COM Nicole Grant Alt					
WSDOT	1	Robin Mayhew					
		Todd Lamphere Alt					
Legislative Transportation Cmte. (Not Counted for Quorum)						Abbreviations	
House	2	Vacant				CHRMN Chairman	
Transportation Cmte.		REP Jake Fey, D Alt				CM Councilmember	
		REP Dan Griffey, R				CP Council President	
		REP Andrew Barkis, R Alt				COM Commissioner	
Senate	2	SEN Marko Lias, D				MYR Mayor	
Transportation Cmte.		SEN Emily Randall, D Alt				DEP MYR Mayor	
		Vacant, R				SEC Secretary	
		Vacant, R Alt				ASST SEC Assistant Secretary	
Voting	32	(Quorum = 14) Quorum Total	16			REP Representative	
		Total Voting members present	17			SEN Senator	



Puget Sound Regional Council

CONSENT AGENDA

October 5, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)**

IN BRIEF

Seven agencies submitted eleven 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 Connecting Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2023-2026 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

Under the Infrastructure Investment and Jobs Act (IIJA), PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), and Bus and Bus Facilities Formula (5339).

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

This month's amendment includes no project tracking actions.

Federal and State Fund Source Descriptions

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

CAT	State Climate Active Transportation Account.
CWA	State Connecting Washington Account.
FHWA Discretionary	All other unidentified federal fund sources.

HSIP	Highway Safety Improvement Program for safety work on public roads.
TIGER	Transporting Investment Generating Economic Recovery Discretionary Grant for the RAISE Act.
MVA	State funds from the Motor Vehicle Account.
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.

Attachment:
Exhibit A

Month: October

Year: 2023

Project(s) Proposed for Routine Amendment to 2023-2026 TIP

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
1. Bainbridge Island	Springbrook Creek Fish Passage Restoration (Fletcher Bay Rd Culvert and Weir Removal) New project programming preliminary engineering, right-of- way, and construction phases to remove a corrugated metal culvert, eight concrete weirs, construct a vehicular bridge, and complete stream bank and channel geometry restoration. Work is completed using designs prepared by the Wild Fish Conservancy.	\$3,068,996	Federal FHWA Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$85,000	State			
		\$1,220,000	Local			
		\$4,373,996	Total			
2. King County Department of Transportation (Road Services)	Bear Creek Basin Fish Passage Project New project programming preliminary engineering, right-of- way, and construction phases to replace three deteriorating culverts with fish passable structures, complete re- vegetation and environmental restoration, and bring roads over the streams to current standards.	\$6,849,816	Federal FHWA Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$4,461,005	Local			
		\$11,310,821	Total			
3. King County Department of Transportation (Road Services)	SE Reinig Rd New project programming preliminary engineering, right-of- way, and construction phases to replace existing drainage structures with a fish passable box culvert, widen gravel shoulders and address clear- zone deficiencies in the project vicinity.	\$1,590,300	State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$680,500	Local			
		\$2,270,800	Total			
4. Pierce County	BR #6163-A / HARTS LAKE RD S (At Horn Creek) New project programming preliminary engineering and right- of-way phases to replace the existing culvert with a fish passable bridge structure and complete associated channel restoration work.	\$1,490,400	Federal FHWA Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$372,600	Local			
		\$1,863,000	Total			

5.b - Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
5. Port of Tacoma	Wapato Creek Fish Passage Restoration New project programming a preliminary engineering phase for upgrades to the Wapato Creek Culvert to facilitate fish passage by providing access at low tides and increasing light flow.	\$2,000,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$662,000				
		\$2,662,000				
6. Snohomish County	S. Machias Rd and Dubuque Road Intersection Improvement New project programming preliminary engineering, right-of-way, and construction phases to install a roundabout, speed feedback signs, real-time left-turn warning signs, guideposts, pavement markings, illumination, intersection flashing beacons, and install/upgrade signing and signposts.	\$4,345,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,345,000				
7. Snohomish County	128th St SW: 8 Ave W to Interurban Trail Multimodal Improvements New project programming a preliminary engineering phase for a non-motorized connection.	\$900,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$900,000				
8. Sound Transit	West Seattle Link Extension Existing project adding funds to preliminary engineering, right-of-way, and other phases and programming a construction phase to extend the light rail from Downtown Seattle to the Alaska Junction neighborhood of West Seattle via elevated and at-grade alignment. Includes an at-grade station (Stadium) and elevated stations in SODO, Delridge, Avalon, and Alaska Junction. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP. This TIP project previously included both the West Seattle and Ballard Link Extensions.	\$114,560,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$114,560,000				

5.b - Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
9. Sound Transit	Ballard Link Extension	\$520,628,000 Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$520,628,000 Total				
	New project programming preliminary engineering, right-of-way, construction, and other phases to extend the light rail from Downtown Seattle to Ballard via elevated guideway and tunnel. Includes an at-grade station (Stadium) and elevated stations in Ballard, Smith Cove, and Interbay and underground (tunnel) stations at Seattle Center and South Lake Union. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP. This scope of work was previously included in the combined West Seattle and Ballard Link TIP project.					
10. WSDOT Northwest Region	I-90/Judkins Park Station - Reconnecting Communities	\$1,000,000 Federal TIGER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		\$2,000,000 CAT				
	New project programming a planning phase to conduct planning activities, public engagement, data collection, and development of 30% preliminary design plans to construct improvements for safer active transportation access to the JPS (Judkins Park Station) light rail station and address the I-90 barrier.	\$3,000,000 Total				
11. WSDOT Olympic Region	SR 3/Gorst Area - Planning and Environmental Linkages	\$8,635,513 Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		\$959,501 MVA				
	New project programming a planning phase for constructing an additional lane on SR 3 in each direction from Gorst to SR 304, elevating the roadway through Gorst, replacing the Navy's railroad crossing of SR 3, and completing associated fish passage work.	\$9,595,014 Total				



Puget Sound Regional Council

CONSENT AGENDA

October 5, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend a Change in Regional Transportation Plan Project Status for Two Projects**

IN BRIEF

Two agencies have submitted two requests to change the status of Regional Capacity Projects. Per PSRC's adopted procedures, requests to change a project status require Board action.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board authorize the changes in project status for the two Regional Capacity Projects detailed in Exhibit A, from "Candidate" to "Approved."

DISCUSSION

The Regional Transportation Plan contains policies requiring PSRC's Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in the Regional Transportation Plan are designated as Candidate, Approved, or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but that one or more of the following has not yet been completed: environmental documentation and approvals, financial plan, and/or other planning requirements. A project's status is changed to Approved once these requirements have been met. Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final signatures on its environmental documentation but has completed all other requirements, the Executive Board may grant Conditional Approval. Once the final details have been

completed, staff has the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

Two projects are requesting change in project status changes from “Candidate” to “Approved.” Additional details of each project are provided in Exhibit A, including the project description and criteria applied to review the project for the requested status change.

For more information, please contact Mitch Koch at 253-356-5481 or mkoch@psrc.org

Attachments:

Exhibit A: Regional Capacity Projects Status Change Requests

EXHIBIT A: REGIONAL CAPACITY PROJECTS STATUS CHANGE REQUESTS

Sponsor	Project Title	Project Description	Total Project Cost	Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
REQUESTING CHANGE FROM “CANDIDATE” TO “APPROVED”									
King County Metro	RapidRide I Line	Construct the new RapidRide I Line connecting the downtown centers of Renton, Kent, and Auburn via Talbot Rd, SR 515, SR 516, and Central Ave/83rd Ave/Auburn Way. This project would improve the attractiveness of transit, improve mobility and access to opportunities, increase ridership, and reduce greenhouse emission.	\$149,908,525	This project is consistent with regional policies.	The project received a benefit-cost analysis rating of Medium-High based on the FTA’s CIG rating process.	NEPA Documented Categorical Exclusion (DCE) was issued June 2021.	King County Metro has developed a Locally Preferred Alternative (LPA) with the cities of Auburn, Kent, and Renton.	The project is fully funded with \$73,709,073 of federal funds, \$27,371,059 of state funds, and \$48,828,393 local funds for a total of \$149,908,525 in 2024 year of expenditure dollars.	Approving this project will not change the region’s air quality conformity determination.
WSDOT	I-5/Mounts Road to Steilacoom-Dupont Road - Corridor Improvements Project	This project will construct additional general-purpose lanes in both directions between Mounts Road and Steilacoom-DuPont Road and reconstruct the Steilacoom-DuPont Road Interchange. This project also constructs a southbound connector lane between Thorne Lane and Gravelly Lake Drive.	\$273,495,025	This project is consistent with regional policies.	Project received a benefit-cost ratio of 2.35 based on WSDOT’s I-5 Steilacoom-Dupont Road to Thorne Lane Corridor Improvement Project Benefit-Cost Analysis.	NEPA Finding of No Significant Impact (FONSI) was issued June 2021.	WSDOT has entered agreements with the City of Lakewood, Sound Transit, and Joint Base Lewis-McChord.	The project is fully funded with \$273,495,025 of state funds for a total project cost of \$273,495,025 in 2023 year of expenditure dollars.	Approving this project will not change the region’s air quality conformity determination.



Puget Sound Regional Council

ACTION ITEM

October 5, 2023

To: Transportation Policy 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 September 14, 2023, 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 October 5, 2023, no comments had been received.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board 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. The funding amount for the program has increased over time, and the 2023 process was funded at 10% of the regional portion of FHWA funds, which equaled approximately \$6.09 million of FFY 2025-2026 funds.

In May 2023, a call for projects was released by PSRC for all eligible sponsors. 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. First, eligible projects were reviewed by each of the four countywide organizations, with up to three projects per forum identified to participate. Eight projects—three from Pierce County, two each from Pierce County and Snohomish County, and one from King County—were submitted for the regional competition.

PSRC staff conducted the technical evaluation and scoring of the eight applications based on the adopted project evaluation criteria. 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 August 9, 2023. The committee met on August 22, 2023 to develop a recommended list of projects to receive the approximately \$6.09 million available. At this meeting, the committee reviewed PSRC staff scores and details of the projects. In addition to project scores, the committee discussed other considerations in preparing its recommendation, which included geographic balance and scalability.

The committee voted unanimously on the recommended list of projects and contingency list, which are identified in Attachment A. The committee recommended full funding for the five top-scoring projects, and a partial award for a sixth project that was identified in consideration of geographic balance. The sponsor confirmed they can accept the reduced award amount and will backfill with local funding to ensure the phase is fully funded. The other two submitted projects are recommended for the contingency list, in rank order by score, should additional funds become available for this program 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 pedestrian and bicycle 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 June 2023, a call for projects was released by PSRC to all eligible applicants for the \$23.6 million of FFY 2024-2026 funds available.

Sponsors submitted a total of 31 project applications, requesting approximately \$45 million.

PSRC staff scored the applications based on the adopted project evaluation criteria. The TAP recommendation committee then met on August 24, 2023 to develop a recommended list of projects to receive the \$23.6 million available. The committee consisted of representatives from each of the four counties and one representative from PSRC's Bicycle and Pedestrian Advisory Committee. The committee's recommended list of twenty 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 September 14, 2023, the Transportation Policy Board authorized the release of recommended projects from both competitions for public review and comment. A news release was sent to PSRC's media list of 144 contacts and was shared on four social media platforms. The public comment period was also featured in the Executive Director's newsletter, which is sent to 3,694 contacts comprised of PSRC's boards and committees, stakeholder groups and interested parties. 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 October 5, 2023, no comments had been received. Any comments received by the October 12 Transportation Policy Board meeting will be provided at that time. The Executive Board is scheduled to review all comments and take final action at their October 26, 2023 meeting.

For additional information on the RTCC Program, please contact Doug Cox at 206-971-3050 or dcox@psrc.org. For additional information on the TAP Program, please contact Sarah Gutschow at sgutschow@psrc.org or 206-587-4822.

Attachments:

- A. 2023 Rural Town Centers and Corridors Program Project Recommendations and Contingency List
- B. 2023 Transportation Alternatives Program Project Recommendations and Contingency List

2023 Rural Town Centers & Corridors Program Project Recommendations and Contingency List

Projects Recommended for Funding

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested	Amount Recommended
Poulsbo	8th Ave Realignment, Safety and Transit Study	86	Study alternatives and develop preferred design concept and implementation plan for re-alignment of 8th Avenue NE and siting of a transit oriented multimodal hub.	Planning Study	\$ 311,400	\$ 311,400
Sultan	US-2 / Main Street Roundabout	85	Construction of a two-lane roundabout at the intersection of US 2/Main Street.	Construction	\$ 2,650,793	\$ 2,650,793
Bonney Lake	Veterans Memorial Drive / Angeline Road Intersection	83	Complete the design and purchase the right-of-way needed to construct a roundabout and shared-use path connection at Angeline Road and Veterans Memorial Drive/Sumner-Buckley Highway E.	Preliminary Engineering	\$ 519,000	\$ 519,000
				Right of Way	\$ 43,250	\$ 43,250
Kitsap County	Suquamish/Augusta – South to Winfred	81	Complete the design for sidewalks and bike lanes on Suquamish Way and Augusta Avenue from vicinity South Street to vicinity Winfred Street.	Preliminary Engineering	\$ 449,800	\$ 449,800
Orting	Foothills Trail Realignment and Safety Enhancement	77	Realignment of the Regional Foothills Trail from the west side to the east side of the park and install new wayfinding.	Preliminary Engineering	\$ 150,885	\$ 150,885
				Construction	\$ 1,257,381	\$ 1,257,381
North Bend	McClellan Street Improvements	76	Complete the design of pedestrian-focused streetscape.	Preliminary Engineering	\$ 1,101,722	\$ 707,491
Total Funds Recommended:					\$	6,090,000

Projects Recommended for Contingency List (in priority order)

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested
Pierce County	Lackey Rd / Jackson Lake Rd / Key Peninsula Hwy	76	Construct a single lane roundabout with non-mountable center, truck aprons, and raised splitter islands.	Construction	\$ 1,500,000
Snohomish	2nd & Pine Roundabout	63	Complete the design of a roundabout at the Second Street and Pine Avenue intersection.	Preliminary Engineering	\$ 432,500
Total Funds Requested on Contingency List:					\$ 1,932,500

2023 Transportation Alternatives Program
TAP Project Selection Committee Recommendations and Contingency List

Projects Recommended for Funding

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested	Amount Recommended
Tacoma	Portland Avenue Vision Zero Improvements: E 27th St to E 56th St	86	This project will complete the design of bike and pedestrian improvements on/adjacent to Portland Avenue from E 27th St to E 56th St. This grant will fund the preliminary engineering phase, which includes a traffic study, community engagement, survey, and design.	Preliminary Engineering	\$2,119,250	\$2,119,250
Bothell	102nd Ave NE Downtown Access Improvements Project	85	This project will construct Complete Streets improvements between the planned Sound Transit 522 BRT (STRIDE) station on NE 185th St and the King County Park-N-Ride lot north of the 102nd Ave NE bridge. Improvements include sidewalks, utility relocation, ADA-compliant ramps and driveways, pedestrian safety improvements, urban landscape with trees, street illumination, and the removal of pedestrian obstructions.	Construction	\$900,000	\$900,000
Bremerton	Naval Avenue Pedestrian and Bicycle Enhancements	84	The project will reconfigure the existing roadway cross-section, provide bike lanes and sidewalks, reduce traffic lane widths, and remove barriers to walking and cycling. This portion of the project will also include widening the existing roadway, pavement resurfacing, pavement markings, modified storm drainage, and wayfinding signage to facilitate the above.	Right of Way	\$899,600	\$899,600
Sound Transit	Daylight and Restore Scriber Creek Tributary at Lynnwood City Center Station	83	This project will daylight and restore a piped stream that passes through the Lynnwood City Center Station area. The stream is a tributary to Scriber Creek and is currently piped underground. TAP funds will be used to: support fish passage, create habitat for anadromous fish, improve water quality, mitigate stormwater, and reduce flooding.	Construction	\$1,848,600	\$1,848,600
Bellevue	Eastrail - Mountains to Sound Greenway Regional Trails Connection	82	This project will construct a multimodal pathway connecting the Eastrail Regional Trail and the Mountains to Sound Greenway Regional Trail (MTSG) / I-90 Trail at 118th Avenue SE and SE 32nd Street. Additional pedestrian and bicycle improvements, such as an RRFB installation, pavement overlay for paved shoulders along SE 32nd Street, and other active transportation treatments, will be included.	Construction	\$2,500,000	\$2,500,000
Kent	Meet Me on Meeker: Washington to Thompson	81	The project will construct a continuation of the Meet Me on Meeker multi-modal promenade. This promenade includes a two-way separated bikeway, sidewalk with buffer and amenity zones, curb bulb-outs, and other pedestrian amenities. Improvements will accommodate existing and planned transit demands along the corridor.	Construction	\$2,500,000	\$2,500,000
Kirkland	NE 124th Street Pedestrian Facilities (120th Ave NE to 116th Ave NE)	80	The project will design a sidewalk along the north side of NE 124th Street, including a concrete curb, gutter, enhanced pedestrian crossings with rectangular rapid flashing beacons (RRFBs), and related surface water facilities. The improvements will complete the only missing segments of this pedestrian connection across I-405 and will connect the eastern and western portions of the Totem Lake Business District.	Preliminary Engineering	\$600,000	\$600,000
Mountlake Terrace	Veterans Memorial Park Trail - Light Rail Access	80	This project would construct paved and illuminated pedestrian pathways through Veterans Memorial Park with connections to 58th Ave W., 60th Ave W., the Civic Campus, and Mountlake Terrace Transit Center. These funds would support the construction of the Main Trail segment, frontage improvements, a new pedestrian bridge crossing the stormwater channel, a gravel cut through, and necessary mitigation as a result of impacts from development.	Construction	\$1,117,000	\$1,117,000
Seattle	Pioneer Square Historic Areaway Restoration, Phase 1	79	This project will rehabilitate two vulnerable areaway walls in Seattle's historic Pioneer Square, underneath 1st Ave S between S Main St and S Washington St. Rehabilitating these walls will support existing transportation needs (pedestrians, trucks, and general-purpose travel), and allow high-capacity transit service on 1st Ave S, while also preserving a valuable historic asset.	Construction	\$2,343,500	\$2,343,500

2023 Transportation Alternatives Program
TAP Project Selection Committee Recommendations and Contingency List

Projects Recommended for Funding

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested	Amount Recommended
Issaquah	NW Juniper Street Improvements (Newport Way NW to 7th Ave NW)	79	This project will complete the design of a separated multi-purpose path along the north side of NW Juniper Street. The project will provide a paved path separated and protected from vehicular traffic by street trees and a landscaped buffer. The project will also improve irrigation, drainage, and ADA-compliant curb ramps.	Preliminary Engineering	\$346,000	\$346,000
King County	Improved Pedestrian Safety Along SW 102nd St. in White Center	78	This project will design pedestrian improvements to connect to the White Center Candidate Countywide Center—improving safety for residents of this historically disadvantaged community. Improvements include the design of a new sidewalk along the north side of SW 102nd St from 8th Ave SW to 15th Ave SW. Additional improvements include curb ramp upgrades and comprehensive drainage analysis.	Preliminary Engineering	\$735,250	\$735,250
Shoreline	Eastside Off-Corridor Bike Network	78	This feasibility study for the Eastside Off-Corridor Bike Network will determine the specific route and appropriate bike facilities for users of all level of traffic stress and comfort traveling east-west along the 145th Street Corridor vicinity.	Planning Study	\$159,160	\$159,160
WSDOT	SR 900/57th Ave S to S 135th St - Pedestrian and Safety Improvements	77	This project aims to construct a complete street on Martin Luther King, Jr. Way South/SR 900 that bisects a vulnerable population and overburdened communities. This funding will support the design of a new separated shared-use path, pedestrian scale illumination, curb ramps, and improved signalization.	Preliminary Engineering	\$1,823,725	\$1,823,725
				Right of Way	\$376,275	\$376,275
Shoreline	145th Street Off-Corridor Bike Network (Westside)	76	This project will be a series of improvements on a collection of low-volume, slower-paced streets that are intended to provide bicyclists with alternate parallel routes to the busy 145th Street (SR-523) corridor. Improvements will include bike facilities, such as pavement markings (e.g., sharrows or bike lanes), minor intersection/curb/sidewalk improvements, Rapid Flashing Beacons (RFBs), speed cushions, and directional signage.	Construction	\$733,888	\$733,888
Fife	6224 Pacific Highway E Sidewalk Gap Completion Project	75	The project will construct a new curb, sidewalk, ADA-compliant curb ramps, a bike lane, a planter strip buffer, and other pedestrian enhancements. This project will also reconstruct an existing bus stop from a pull-out stop to an in-lane stop and improve stormwater conveyance and treatment facilities.	Preliminary Engineering	\$185,573	\$185,573
				Construction	\$488,350	\$488,350
Snohomish County	Interurban Trail Improvements: 167th PI SW to 160 St SW	73	The proposed improvements will provide a continuous 10 to 12-foot-wide shared-use path physically separated from the adjacent roadway by a vertical element such as a curb and gutter. The requested grant funds will be used for the Preliminary Engineering (PE) and Right of Way (R/W) acquisitions necessary for the construction of the proposed improvements of the Interurban Trail between 167th PI SW to 160th St. SW.	Preliminary Engineering	\$255,000	\$255,000
				Right of Way	\$1,210,000	\$1,210,000
Pierce County	Safe Routes to School - B St E	71	This project will construct shared-use paved shoulders, curb, gutter, and sidewalk on both sides of B St E. It will connect into an existing paved walkway for the southerly portion on the east side of B St E along the school frontage, and the proposed sidewalks on 159th St E.	Preliminary Engineering	\$544,000	\$544,000
Puyallup	Puyallup Moves - Destination Downtown	70	This project will evaluate bike routes selected from the Active Transportation Plan to facilitate safe biking and non-motorized routes into the Puyallup Downtown Growth Center and transit facilities (Sounder) in the City's northwest neighborhoods. The project will develop 30% design for five routes.	Planning Study	\$371,950	\$371,950
Pierce County	138th St. S. (SR-7 to Park Ave. S.)	69	This project will construct paved shoulders/bike lanes, curbs, gutters, sidewalks, and ADA-compliant curb ramps. The work will include resurfacing the road with an HMA grind and inlay, illumination, reconstructing the flashing red beacon at 138th Street South/C Street South, and providing an enclosed storm drainage system.	Preliminary Engineering	\$624,000	\$524,000

2023 Transportation Alternatives Program
TAP Project Selection Committee Recommendations and Contingency List

Projects Recommended for Funding

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested	Amount Recommended
Poulsbo	Noll Road Shared Use Path - Middle Segment	68	This project would construct a separated shared-use path, curb and gutter, and associated drainage in the last remaining segment of the Noll Road corridor. The project will complete the last gap in a 2.6-mile shared use path project that connects the North Kitsap School District campus, multiple neighborhoods, a park, and a future transit park and ride.	Construction	\$1,350,000	\$1,018,879
Total Funds Recommended:					\$	23,600,000

2023 Transportation Alternatives Program
TAP Project Selection Committee Recommendations and Contingency List

Projects Recommended for Contingency List (in priority order*)

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested
Renton	Sunset Trail	74	This project will install a 12-foot multi-use trail on the north side of NE Sunset Boulevard adjacent to the King County Library and the Renton Housing Authority property. The scope of work includes a 12-foot multi-use trail, a 5-foot planter between the trail and the street, lighting, retaining walls, and ADA upgrades as required.	Construction	\$ 2,500,000
Bremerton	6th Street Rechannelization Project	68	This project would construct a road diet by rechannelizing 6th Street and a short segment of Kitsap Way. The rechannelization would reduce the existing four lane roadway to three lanes and the removed lane will be converted to a buffered bicycle lane in each direction. Right-turn pockets will be constructed and traffic signal heads will be adjusted as needed.	Preliminary Engineering	\$ 606,909
				Right of Way	\$ 129,750
Sumner	Rivergrove Community Pedestrian Bridge	68	This project will construct a non-motorized pedestrian bridge over SR 410 for the Rivergrove Neighborhood to access Sumner Station/Sound Transit, as well as Sumner's downtown core and Sumner-Bonney Lake School District's Early Learning Center, Maple Lawn Elementary and Sumner Middle School. The project will include new sidewalk and curb ramps at either end of the bridge to connect the bridge to Sumner's sidewalk system.	Construction	\$ 2,500,000
Kitsap County	Lund - Chase to Jackson 1	65	This project will construct sidewalks, bike lanes, protective median, buffer/stormwater, and illumination on Lund Ave. from the vicinity of Chase Rd. to the vicinity of approximately 800' west of Jackson Avenue. This will extend non-motorized improvements within the corridor to provide a safe and accessible nonmotorized network within the Lund neighborhood, connection to Center(s), parks, schools, and transit.	Construction	\$ 2,000,000
Everett	California Street Pedestrian/Bike Corridor Project	64	This project will create an active transportation route on California Street between Broadway Avenue and the US 2 Trestle trail. This will include additions and/or improvements to pedestrian facilities, modified parking, a bi-directional cycle track, and will enhance the non-motorized facilities at the entrance and exit to US 2.	Construction	\$ 2,500,000
Kenmore	Kenmore - SR522 West B Project	60	This project will construct an ADA-accessible sidewalk to/from the Burke Gilman Trail, Log Boom Park, Kenmore Air, and multi-family housing units from SR522. The project will remove barriers to ADA accessibility on the sidewalk along the south side of SR522 west of 61st Ave NE.	Construction	\$ 2,319,000
Maple Valley	SR 169 Pedestrian Bridge at SE 258th Street	60	This project would construct a pedestrian bridge on SR169 north of SE 258th Street. East of the bridge facility would include an ADA ramp and/or elevator and west of the bridge the project would connect to a planned indoor public market by an elevator.	Construction	\$ 2,500,000

2023 Transportation Alternatives Program
TAP Project Selection Committee Recommendations and Contingency List

Projects Recommended for Contingency List (in priority order*)

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested
Sumner	Puyallup River Trail Crossings	58	This funding request will complete a planning study for two potential pedestrian bridge crossings over the Puyallup River. The study will look at the feasibility of the crossings and identify the best locations for the bridges. The study will identify the design costs, right-of-way needs and costs, and planning level construction estimates.	Planning Study	\$ 500,000
Bainbridge Island	Bucklin Hill Road NM Imp and Eagle Harbor Boardwalk – connecting centers	57	This project will design and construct a boardwalk at the pinch point along Eagle Harbor Drive and multi-use "all ages and abilities" facilities on both sides of Bucklin Hill Road from Eagle Harbor Dr to Lynwood Center NE.	Preliminary Engineering	\$ 300,000
				Construction	\$ 2,000,000
Stanwood	Twin City Mile - Brick Road Redesign	56	The Twin City Mile - Brick Road Redesign seeks to enhance and upgrade historic Main Street between 102nd Ave NW and 99th Ave NW to modern standards while respecting the historical significance of Main Street. This project will repair the deteriorating road while maintaining the historic brick theme. It will bring all non-conforming pedestrian facilities up to standard, including sidewalk widening, new ADA curb ramps, and crosswalks.	Construction	\$ 2,500,000
North Bend	Cedar Falls Way Shared Use Path	41	This project will construct a shared-use path that includes the following elements: path design, intersection and crossing treatments, wayfinding, and signage.	Preliminary Engineering	\$ 602,298
Total Funds Requested on Contingency List					\$ 20,957,957

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



Puget Sound Regional Council

DISCUSSION ITEM

October 5, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommendations to the 2024 Washington State Legislature

IN BRIEF

PSRC staff have begun work to support the adoption of recommendations to the Washington State Legislature in advance of the 2024 legislative session. PSRC staff will brief the Transportation Policy Board on the process to adopt legislative priorities and seek feedback on potential legislative policy items.

DISCUSSION

Last fall, the Executive Board adopted recommendations to the 2023 Washington State Legislature after consultation with the Economic Development District Board, Growth Management Policy Board and Transportation Policy Board. The Executive Board directed staff to consult with the Equity Advisory Committee on 2024 recommendations and the group was briefed on the process to adopt legislative priorities and PSRC's role at the legislature in July.

PSRC staff propose following a similar framework to the recommendations adopted last year (2023 Recommendations to the State Legislature attached) based on adopted regional plans and policies in the following focus areas:

- **Transportation** - Keep the Region Moving
- **Housing** - Increase Housing Choices and Affordability
- **Climate** - Significantly Reduce Greenhouse Gas Emissions
- **Economic Development** – Sustain a Strong Economy

Timeline

Staff sought input on this initial list of recommendations from the Executive Board and the Economic Development District Board in September. The Equity Advisory Committee and the Growth Management Policy Board were briefed on the priorities earlier in September. Staff proposes the Executive Committee will finalize recommendations based on all feedback and the Executive Board adopt the legislative priorities at the December meeting.

For more information, please contact Robin Koskey, Director of Government Relations & Communications, at Rkoskey@psrc.org, or 206-798-4462.

Attachment:

A. Recommendations to the 2023 State Legislature

Recommendations to the 2023 State Legislature



The Puget Sound Regional Council (PSRC) supports adoption of state legislation that provides an exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment and an innovative, thriving economy in alignment with adopted regional plans.



Keep the Region Moving

VISION 2050 and the Regional Transportation Plan lay out a foundation for completing regional transportation investments and future work to strengthen connections to and between the region's centers. PSRC supports:

- Sustaining the transportation investments made with Move Ahead Washington during the 2021 legislative session
- Developing an equitable road usage charge (RUC) system through the work of the Washington State Transportation Commission to generate necessary revenue to eventually replace the gas tax, fund the state's long-term transportation needs, including multimodal connections and introduce revenue flexibility
- Maintain agreed upon state and local funding split decisions as agreed upon by the Infrastructure Investment and Jobs Act (IIJA) workgroup

Increase Housing Choices and Affordability

PSRC's Regional Housing Strategy identifies coordinated strategies, policies, and actions to expand housing options, create greater affordability, and promote fair and equal housing access to address the housing affordability crisis in our state. The PSRC region needs to build 800,000 more homes by 2050 and 20% of these homes need to be affordable to people earning less than half of the Area Median Income. PSRC supports legislation and funding in three action areas:

- **Supply:** Build more housing of different types
- **Stability:** Provide opportunities for residents to live in housing that meets their needs
- **Subsidy:** Create and sustain long-term funding sources to create and preserve housing for very low-income households and unhoused residents

Significantly Reduce Greenhouse Gas Emissions

VISION 2050 and the Regional Transportation Plan outline how state, regional, and local partners can act in coordination to reduce emissions in the region and prepare for climate impacts. PSRC supports state legislation to respond to the urgent environmental, economic and equity threat of climate change in alignment with the essential components of regional long-range planning:

- Transit-focused land use
- Multimodal transportation choices
- Pricing the transportation system
- Decarbonization of the transportation system, including improvements to freight and passenger vehicles and fuels

PSRC supports state legislation to address these components to respond to the urgent environmental, economic, and equity threat of climate change.

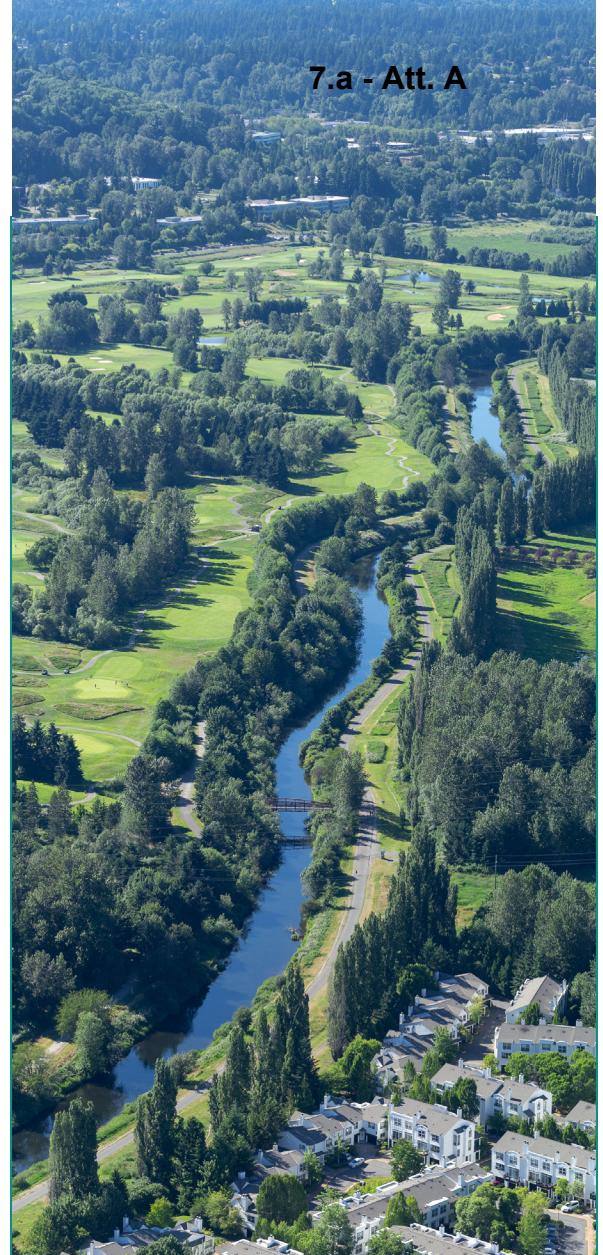
Sustain a Strong Economy

VISION 2050 and the Regional Economic Strategy plan for economic growth and opportunity that creates widespread prosperity and living-wage jobs throughout the region. PSRC supports continued investments in critical infrastructure and workforce development programs that help sustain the region's economy.

PSRC supports strong state engagement for a successful American Competitiveness Exchange (ACE) learning visit by up to 50 senior-level government, business, policy, and economic decision-makers from across the Americas exploring economic development, innovation, and entrepreneurship in the Puget Sound region.

For more information, please contact:

Robin Koskey
 Director of Government Relations & Communications
RKoskey@psrc.org
 206-798-4462



Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish and Kitsap counties. PSRC is composed of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies and Tribal governments within the region.



Puget Sound Regional Council

DISCUSSION ITEM

October 5, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Climate Pollution Reduction Grant Program**

IN BRIEF

The Puget Sound Clean Air Agency (PSCAA) is leading an effort in collaboration with PSRC and several other organizations to develop a Regional Climate Action Plan. This work is funded by the U.S. Environmental Protection Agency (EPA) under the Climate Pollution Reduction Grants (CPRG) program authorized under the Inflation Reduction Act, passed in August of 2022.

Staff from PSCAA and PSRC will provide an overview of these planning efforts, upcoming milestones, and funds available from this program for implementation activities to reduce greenhouse gas emissions.

DISCUSSION

Under the CPRG program, funds were made available to states, Metropolitan Statistical Areas (or regions), and tribal governments around the country for climate planning. The State of Washington received \$3 million and the Puget Sound region received \$1 million for this planning work. A consortium of agencies is working collaboratively under the leadership of PSCAA on developing the required elements for the region.

The requirements of the CPRG funding include the following:

- Development of a Priority Climate Action Plan (PCAP) by March 1, 2024, to include identification of near-term, implementation-ready, priority greenhouse gas emission reduction measures across all sectors. Implementation grant funding is tied to completion of the PCAP and to the measures identified within.

- Development of a Comprehensive Climate Action Plan (CCAP) by 2025. The CCAP will include more detailed information on significant sources of greenhouse gas emissions from all sectors, and include both near- and long-term emission reduction goals and strategies.
- By 2027 a progress report and next steps must be developed, including any updated analyses and plans.

EPA recently released the Notice of Funding Opportunity for the CPRG implementation grant funding. A total of \$4.6 billion is available nationwide for this competitive grant program, and as noted above, the grants are tied to implementation of measures identified in the PCAP. EPA anticipates awarding individual grants between \$2 million and \$500 million, within five tiers of funding levels. Applications will be due in April of 2024.

Additional details on the regional planning work and the available implementation grant funding will be provided at the October 12 meeting. More information on the CPRG program may be found on EPA's website at <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants#CPRGProgramGuidance>.

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



Puget Sound Regional Council

DISCUSSION ITEM

October 5, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Preparing for the 2024 Project Selection Process**

IN BRIEF

PSRC has project selection authority for several sources of funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Prior to each funding cycle, the policies and procedures for the project selection process are reviewed and updated as needed to reflect current regional priorities and requirements and are documented in the *Policy Framework for PSRC's Federal Funds*. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds.

The board will continue discussions begun in September to prepare for the 2024 project selection process, with a specific emphasis on the policy focus areas of safety, climate and equity.

DISCUSSION

A competitive project selection process is conducted every two to three years for the distribution of PSRC's federal funds. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds. Prior to each process a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted.

Safety, equity and climate are priority themes in both the Regional Transportation Plan and PSRC's funding processes. At the September meeting, the board was briefed on the work being conducted under the direction of the Regional Transportation Plan (RTP) related to these policy areas, as well as how they are addressed in the current project evaluation criteria for PSRC's funding competitions. The board was also reminded of the

Equity Pilot currently underway in collaboration with PSRC's Equity Advisory Committee, recommendations from which will be brought to the board later this fall.

Discussions to prepare for the 2024 project selection process will continue over the next several months, culminating in a recommendation on the Policy Framework in January 2024. Additional information will be provided at the October meeting to support these discussions, including: background on the project evaluation criteria, information on the projects funded in the last cycle, administrative details of the project selection process, and key policy questions related to safety, climate and equity.

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

Attachments:

- A. PSRC's Project Evaluation Criteria Over Time
- B. PSRC'S 2022 Project Selection Process – FHWA Project Awards / Key Takeaways

CYCLE	2002–2014		2016		2018		2020		2022	
NOTES	criteria and policy focus updated to reflect VISION and RTP policies over time: centers policy focus since 2002; climate change added after adoption of VISION 2040 in 2008	CMAQ: added cost-effectiveness to evaluation, per federal legislation; increased overall point values and higher % of CMAQ funds to regional competition; included priority diesel exhaust emissions to Air Quality / Climate criterion; elaborated on equity groups in populations served (part of Centers criterion); strengthened active transportation / public health elements (part of Mobility criterion)	enhanced safety and equity language in criteria (part of Mobility criterion); strengthened integration of transit projects with state/local plans; reduced project readiness points	no changes	significantly strengthened safety and equity -- both now stand-alone criteria with increased point values					
CRITERIA	Range of Point Values (depending on funding source)*									
	STP	CMAQ	STP	CMAQ	STP	CMAQ	STP	CMAQ	STP	CMAQ
Development of Centers	40	30	40	25	40	25	40	25	30	15
Circulation, Mobility and Accessibility	30	20	30	15	35	20	35	20	27	14
Equity	included in above		included in above		included in above		included in above		10	10
Safety	included in above		included in above		included in above		included in above		8	6
Air Quality / Climate Change	20	40	20	50	20	50	20	50	20	50
Project Readiness / Financial Plan	10	10	10	10	5	5	5	5	5	5
TOTAL	100	100	100	100	100	100	100	100	100	100

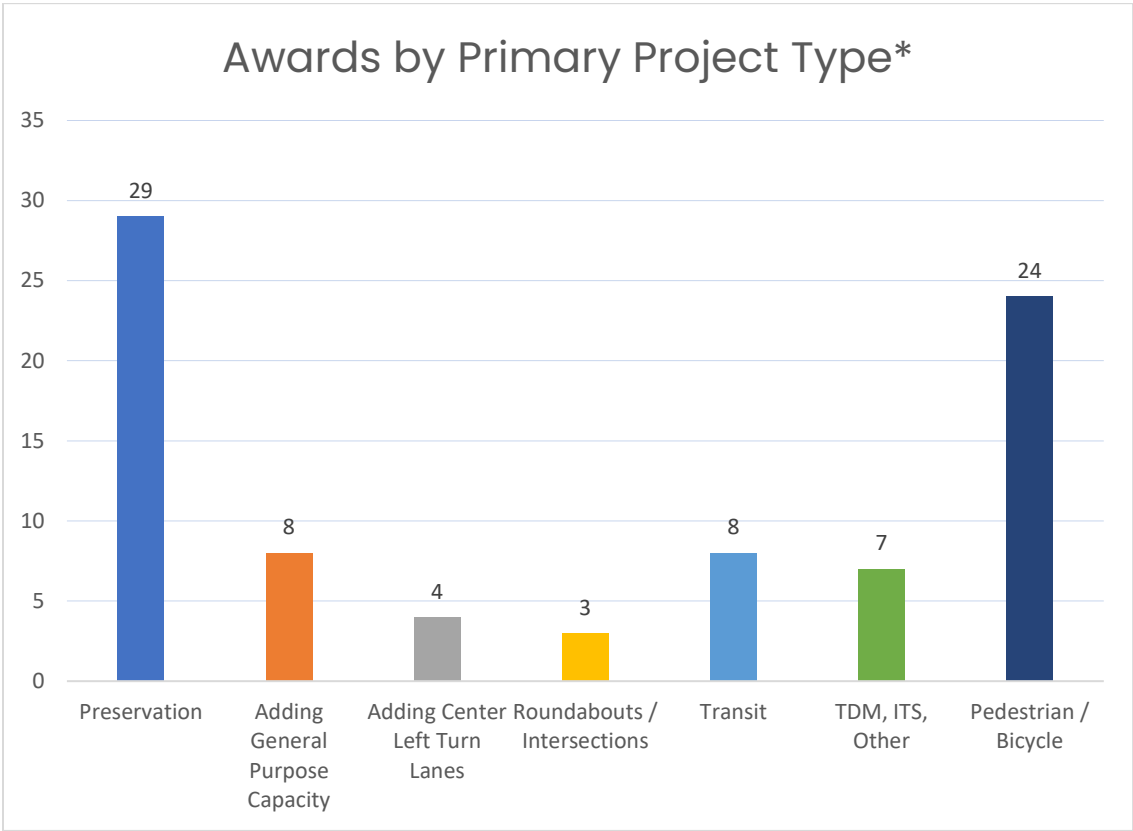
* For purposes of illustration, the point values for "Corridor Projects Serving Centers" under the Regional Competition are shown here

PSRC’S 2022 PROJECT SELECTION PROCESS - FHWA PROJECT AWARDS

KEY TAKEAWAYS

196 projects submitted, requesting \$493 million

83 projects awarded \$187 million



* Reflecting number of projects awarded under each category. In addition, multiple scope elements are included within the majority of projects, including pedestrian and bicycle improvements, signalization and/or channelization, transit amenities, etc.

Of the 50 applicable projects (excluding preservation, transit, TDM, etc.), 49 include one or more proven safety countermeasures, such as:

- Walkways, bicycle lanes and lighting
- Roundabouts and other reductions of left turn conflicts at intersections
- Crosswalk visibility enhancements and rectangular rapid flashing beacons
- Medians, pedestrian refuge islands

Of the 8 projects providing general purpose lane capacity:

- Auburn, East Valley Highway Widening: fills a gap along a freight and transit corridor connecting a regional growth center and a manufacturing/industrial center; separates modes, includes intersection improvements, access control (1.1 mile project)
- Bothell, Bothell Way NE Multimodal Improvements, Phases 1-3: fills a gap along a transit corridor serving two regional growth centers; separates modes, includes intersection improvements, access control (1.3 mile project)
- Kitsap County, Ridgetop, Mickleberry to Myhre: fills a gap along a corridor within a regional growth center; separates modes, includes intersection improvements (0.4 mile project)
- Lynnwood, 42nd Avenue West Improvements: completes a new grid street in the heart of a regional growth center, providing multimodal access to the transit center (1/4 mile project)
- Poulsbo, Noll Road Improvements Segment North 3B: part of a corridor-wide improvement within the local town center on what is currently a gravel road; separates modes (1/4 mile project)
- WSDOT, SR 167 Completion Stage 2: completes final segment of major highway and freight corridor connecting to a regional growth center and a manufacturing/industrial center; includes a missing link in trail system, interchanges and variable tolls to manage traffic flow (4-mile project)

PSRC Transportation Work Program - Draft Progress Reporting

DRAFT Progress Chart (Timeline as of October 5, 2023)

Status	
■	Preparing
■	In Progress
■	Complete
■	Tentative

Project	Status to-date
Regional Transportation Plan	
Alignment of RTP and Funding Cycles	tbd - pending further board discussions
Update RTP Project Prioritization Framework	tbd - pending further board discussions
Board work group to determine 2026 RTP scope of work	tbd - anticipated Q1-2 2024
TPB direction on scope of work for 2026 RTP	tbd - anticipated Q1-2 2024
RTP development	anticipated Q3 2024-Q2 2026
Financial Strategy Refinement	tbd - pending further board discussions
PSRC Funding	
Policy Framework for PSRC's Federal Funds	Q3-Q4 2023
FHWA Project Selection: Board Action	Q3 2024, following competitions
FTA Funding Methodology Process Discussion	Completed with board action in March 2023
FTA Project Selection / Equity Formula Distribution	TOC process recommendations May 2023; process underway, submittals to boards November 2023
Annual FTA Adjustments Process	Complete
Rural Town Centers and Corridors Project Selection	Pending board approval October 2023
Transportation Alternatives Project Selection	Pending board approval October 2023
Equity Pilot Program Development	Pilot developed with EAC and call for projects released; recommendations on process due December 2023
Equity Pilot Program Project Selection	Competition underway; project recommendations due November 2023
Consolidated Grant Program Regional Rankings	Complete
Transportation Improvement Program (TIP)	
2025 -2028 TIP Development	Q3-Q4 2024, following 2024 project selection
Conduct Equity Analysis of draft 2025-2028 TIP	Q3-Q4 2024
Release of 2025-2028 TIP for Public Comment	Q3-Q4 2024
Board Action on 2025-2028 TIP	Q4 2024
Monthly TIP Amendments	Ongoing
Project Tracking/Rebalancing	Ongoing
Climate: GHG Analysis and Planning	
2030 Transit Networks and Service	Complete
PSRC 2030 Network Modeling and Analysis	Initial modeling complete; Expert Review Panel convening September-October 2023; next steps pending further board, RTP Steering Committee discussions
Puget Sound Regional Emissions Analysis Project	Complete
Regional Electric Vehicle Collaboration Clearinghouse	Operational/Ongoing, initial launch complete, maintenance and updates ongoing
Regional Electric Vehicle Collaboration Outreach	Ongoing, REV collaborative meetings scheduled for Q2 and Q4 (every year) - event held June 28
Develop Climate Implementation Strategy with Partners	Pending board and RTP Steering Committee direction; April 2023 TPB discussion; expert panel to be convened summer 2023; CPRG planning work underway with partners
PSRC Board Progress Briefings	Ongoing
Regional Safety Plan	
Explore Grant/Funding Opportunities	Complete
Apply for Safe Streets for All Grant	Round 1 complete; Round 2 pending

Research current plans, roles and responsibilities	In Progress, beginning local safety plan inventory compilation
Convene Stakeholders	Complete - Regional Safety Summit held June 29
Develop Scope of Regional Safety Plan	Complete; board review September 2023
Develop Regional Safety Plan	Consultant RFP released October 2023; work to commence through end of 2024; adoption Q1 2025
Performance Measures and Dashboard	
<i>Align with Equity Tracker, other related monitoring efforts</i>	
Identify Measures	Complete
Develop Dashboard Outline for Board Feedback	Complete
Assemble Data	Initial set complete; ongoing and continuous
Publish Draft Dashboard	Complete
Refinement and Updates	Ongoing
Annual Board Briefings	tentative Q1 2024
Active Transportation Plan Repackaging	
Repackage Active Transportation Plan	Complete
ADA Transition Plan Technical Assistance	
Research current plans, roles and responsibilities	Preliminary research complete; moving to monitoring role
Board Briefing and Discussion	TPB briefing June 2023
Annual Transit Integration Report	
Report Development	Q3-Q4 2023, scheduling and scoping in progress
Publish Report	Q4 2023
Big Ideas/Transformational Planning	
Regional Convenings to Support Effort	tbd - pending further board discussions
Future of HCT Regional Convening	tbd - pending further board discussions
Data Collection, Analysis, Performance Metrics	
Data collection, maintenance of viz tool, improvements	In Progress, Q1-Q4 2023
Equity, EJ analysis methodology improvements	tentative Q2-Q4 2023
RTP Financial Strategy	
Collaborate with Partners on Implementation Steps	tbd - pending further board discussions



On November 15, the Cascadia Innovation Corridor is hosting a summit for local leaders about the future of our region and how the possibility of [high-speed rail](#) could create opportunities to be ready for growth by providing affordable housing, good jobs, mobility, and equity for all.

[Registration](#) is now open, and we hope you will join us for this event. This invitation is only for local leaders or their designee and is non-transferrable.

Hilton Seattle Airport & Conference Center
17620 International Blvd, Seattle, WA 98188

8 a.m. - 9 a.m. - Registration

9 a.m. - 4:30 p.m. - Program

4:30 - 6 p.m. - Reception

Why attend?

The Infrastructure Investment and Jobs Act made \$66 billion available for rail projects, like high-speed rail. Washington, in partnership with Oregon and British Columbia, has applied for \$198 million to begin planning and capture the Pacific Northwest's fair share of the available federal funding.

Planning for future growth begins with local communities and this event will provide you with information about future outreach by the state and provincial agencies, strategies to discuss with your communities, and an opportunity to build relationships with other mayors, county executives, and transportation and planning leaders in the Cascadia region. A robust stakeholder engagement process will inform potential high-speed rail alignments and stations.

At the event you will hear from elected officials and experts, including:

- Washington Governor Jay Inslee. Oregon Governor Tina Kotek and British Columbia Premier David Eby are also invited.
- Andy Byford, Amtrak High-Speed Rail Program Vice President and former President of New York Transit Authority, former CEO of Toronto Transit Commission
- Leaders from the Oregon and Washington Departments of Transportation and British Columbia Ministry of Transportation and Infrastructure

Peter Calthorpe, an international and national expert in urban design and planning, will be the keynote speaker. He will offer strategies for megaregion planning and how local leaders can plan for the future through strategic housing, land use, and urban design decisions.

The cost to register for the event is \$150 and includes event materials and food and beverages. The deadline for registration is Nov. 1. After registering, you will receive an email with information about making hotel reservations and other event details.

About the event

Over recent decades, the Cascadia region has enjoyed incredible success and a quality of life that is the envy of many. Today, 9 million people call Cascadia home, an increase of more than 1.6 million since 2005. This growth has brought challenges – lack of affordable housing, traffic congestion, and increased greenhouse gas emissions. And growth is going to continue. By 2050, we expect 3 to 4 million more people to live here.

At the event, local elected leaders from British Columbia, Oregon, and Washington will begin a conversation about how the potential for [high-speed rail](#) connecting Portland, Seattle, and Vancouver could create opportunities to be ready for growth while protecting the environment and providing affordable housing, good jobs, mobility, and equity for all. This first of its kind gathering will help inform future planning and stakeholder engagement led by the state and provincial transportation agencies.

Questions?

Please contact Amy Grotefendt at c-amyg@seattlechamber.com.