



Puget Sound Regional Council

Appendix C

Public Comments

The public comment period for the Draft 2017-2020 Regional TIP was conducted from September 8 through October 27, 2016.

PUBLIC COMMENTS ON THE DRAFT 2017-2020 REGIONAL TIP

Reflecting all comments received through October 27, 2016

Comment 1

Dear PSRC Board,

Congratulations on your investment of over \$4.5 billion into the Puget Sound Region. Could you please explain your criteria and process for overseeing the distribution of these grant dollars such that the wealth and opportunity presented by these projects is shared by many residents in the region, irrespective of their race?

For the past several rounds of funding, less than half of 1% of these federal and state funds have made it to minority professionals and construction specialists. This obvious preference for Caucasian engineers and contractors belies the principles that were adopted under 1200 that prohibits preferential contracting practices based on race.

Thank you for clarifying.

Anindita Mitra, AICP; Donald King, FAIA; Ato Apiafi, AIA; Shobuz Ikbal, PE; Weiming Bian, PE; Sanjay Soli, AIA; Sumeer Singhla, LPA; Lei Wu, PE, AICP

PSRC Response to Comment 1

Thank you for commenting on the Draft 2017-2020 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC's Transportation Policy and Executive Boards for their review in October.

The Regional TIP contains a variety of funding sources managed by multiple agencies. The federal funds awarded by PSRC are distributed via a competitive process, and the background and evaluation criteria for that process may be found on our website at <http://www.psrc.org/funding/selection/fhwa-fta-project-selection/2016-call-for-projects-information/>. PSRC does not participate in the distribution of other funding sources, however we do conduct a rigorous review of all projects submitted into the TIP to ensure consistency with regional policies and state and federal requirement. This review is outlined in the TIP overview document, at <http://www.psrc.org/assets/14840/2016Draft2017-2020TIP-MainDoc.pdf>.

PSRC conducts a geographically-based analysis to illustrate the location of projects across the region and in areas with a variety of diverse population types. This analysis is documented in Appendix F of the TIP, and projects may also be viewed in relationship to different populations via an interactive web map; both may be found on our website at <http://www.psrc.org/transportation/tip>.

PSRC does not take part in the implementation of projects, or the award of contracts. These activities are conducted by individual jurisdictions as they move forward with specific projects. Depending on the funding source, state and federal requirements for the award of contracts must be met, including those related to Disadvantaged Business Enterprises.

Please feel free to contact me if you have additional questions.

Sincerely,

Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601

Comment 2

Hi there!

Please delete Project BELL-74. This project should be paid for by the property owners in the Bel-Red area of Bellevue, as it will benefit only those property owners. In addition, this roadway is totally unnecessary, and has too many traffic lanes.

Sincerely yours,

David F. Plummer

PSRC Response to Comment 2

Thank you for commenting on the Draft 2017-2020 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC's Transportation Policy and Executive Boards for their review in October, and will also be forwarded to the City of Bellevue for their information.

Sincerely,

Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601

Comment 3

I'm frustrated to see nothing in your plan for reducing congestion and dealing with environmental impacts of slides in the SR 169 corridor. Those of us in Maple Valley and Black Diamond have very few options when traffic is backed up on SR 169. We don't have light rail

options. Thousands of new houses and apartments are either in the process of being built or are slated to be added within the next few years. We don't have light rail options. Transit deals with the very same congestion as those in their vehicles. We've been left out of the mix. Please take a second look at the problems along this corridor. WSDOT is in the final phase of a traffic study that should point out the primary causes and possible fixes. We need some relief. Soon.

Linda Olson

PSRC Response to Comment 3

Thank you for commenting on the Draft 2017-2020 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC's Transportation Policy and Executive Boards for their review in October.

The TIP is a 4-year snapshot, reflecting projects with current funding within that time period. The TIP is amended on a regular basis, and projects enter and exit frequently depending on their scheduling and availability of funds. While there have been some smaller scale projects on SR 169 in the current 2015-2018 TIP, and within the new Draft TIP, other work on the corridor may be planned for future years. As you mentioned, WSDOT is currently conducting a safety study of the corridor, which will inform potential future investments. As those investments are defined and funding obtained, they will be submitted into the TIP at that time.

Please feel free to contact me if you have additional questions.

Sincerely,

Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601

Comment 4

I am new to this process, and as I go through the pages, I am wondering how to find projects outside of city designations. That is for those of us in unincorporated King County. Specifically, I live on the Auburn-Black Diamond Road, which has become a heavily used freight route. This road receives about 3500 vehicles a day. This 2-lane county road is in dire need of repairs east of 148th way. This heavily traveled route is two lanes and has become a main east-west alternative to HWY 18. A half mile segment is deteriorating to the point that the county has posted warning signs, but the pavement is cracking, has a six inch drop, and has been roughly (unevenly) patched, but the potential for an accident which could include a vehicle going over the cliff into Soos Creek 100 feet below is of extreme concern to us all. Soooo, here's my question: How does this type of problem fit into the Puget Sound Regional

Council's TIP? DOT has said they are "watching" this, and that it would be extremely costly to repair--requiring restructuring of the entire road bed. Yes, I understand that, but as a main route of commerce and certainly commuter traffic, it would seem that this "rescue" would be a priority. Does this fit into your considerations? I'd like to learn more.

Thank you.

Sandy Gaither

PSRC Response to Comment 4

Thank you for commenting on the Draft 2017-2020 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC's Transportation Policy and Executive Boards for their review in October, and will also be forwarded to King County for their information.

Projects in the Draft TIP may be viewed geographically via our interactive web map, located on our website at http://www.psrc.org/assets/14838/DRAFT_TIP_WEBMAP_2017_2020.html. In addition, Appendix A of the Draft TIP lists projects by the sponsoring agency, including King County and the Washington State Department of Transportation (<http://www.psrc.org/assets/14848/TIP2017-2020AppendixA-DetailedProjectListings.pdf>).

The TIP is a 4-year snapshot, reflecting projects with current funding within that time period. The TIP is amended on a regular basis, and projects enter and exit frequently depending on their scheduling and availability of funds. While there are no current projects with funding on this facility, should the County fund a project in the future, it would be amended into the TIP at that time.

It is our understanding that King County recently completed repair work on a portion of the corridor. We will forward this comment on to the County to respond regarding any future plans to improve the facility.

Please feel free to contact me if you have additional questions.

Sincerely,

Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601

Comment 5

Josh -

As an East side Bellevue resident, I looked at the map of the transportation projects in my area. The one vitally missing project that I noted was adding lanes on 405 South between 112 Ave. and I-5. While 405 North from Bellevue to Lynnwood now had 4 or more lanes each way, 405 South still goes down to 2 lanes between 112 and I-5 in both directions. Not only does this cause commute time traffic jams from 520 South to 112th Ave. SE from 3:30 PM until 7:30 PM on weekdays, the same slowdowns and jams are now happening on Saturday and Sunday afternoons. It would seem to me that PSRC would be concerned about this problem.

I heard the Governor speak the other day and he is talking about adding another lane in both directions from Bellevue to Lynnwood while leaving 405 South of Bellevue as is. I am beginning to feel that because I live South of I-90 and have to use 405 South frequently, I am getting second class treatment. Perhaps you can reconsider your priorities for the future!

Thanks,

Kim Herman
Bellevue Resident

PSRC Response to Comment 5

Hi Kim.

I saw your e-mail to Josh on I-405. Good eye – thanks for paying attention to the map. We're waiting for the state to add a several major projects to the overall regional program next month, including \$1.2 billion for 405 improvements from Bellevue to Renton. The money comes from the Connecting Washington package enacted last year. PSRC identified the need over a decade ago and funded initial studies. The legislature was slow to secure funding for all of it. Construction is scheduled to start in 2019. The improvements come with some controversy – a two lane express toll system.

We're looking forward to adding that project to the map. You can find out more about the project here: <http://www.wsdot.wa.gov/Projects/I405/RentontoBellevue/>

Rick Olson
Director of Government Relations and Communications
Puget Sound Regional Council
206.971.3050

Comment 6

Dear Board Member:

This project is based on an intentional misrepresentation of the facts in an effort to gain federal funding for a local "pet project." Please consider the following facts when making a decision on this project:

1. This project is not in any way related to the Sound to Olympics Trail (STOT). This bridge adds ZERO benefit to the STOT and it may actually inhibit construction of the real trail infrastructure if funds are diverted to this special interest project. This project only incorporates the name of the STOT in an effort to gain funding.

2. The project description grossly misrepresents reality by asserting that Highway 305 creates a “superblock” between the East and West sides of Winslow. It is actually the Winslow Ravine, a deep and wide geographical obstruction (not addressed by this project,) that divides the East and West sides of Winslow. Building this bridge, as proposed, still leaves Winslow divided by the ravine!

3. The project description omits the fact that this particular section of Highway 305 is a three-lane roadway that’s in the 40MPH to 30MPH transition area. There are no curves in the roadway (in either direction) and the site is suitable for a “grade level” crossing.

4. This project benefits only residents of the Vineyard Lane development, a small condo complex that is sandwiched between Highway 305 to the West and the Winslow Ravine to the East. This development has existed for more than ten years. During this time residents have been crossing the highway daily without any reportable pedestrian incident. There is a well worn trail on the West side of the highway that connects to the commercial areas of Winslow.

Please be aware that the U.S. Department of Transportation has an active fraud, waste and abuse complaint under review concerning this project.

Finally, I encourage all council members to visit the site of this proposed project if you have any doubts about its necessity or usefulness.

Sincerely,
David Burnett
Bainbridge Island

PSRC Response to Comment 6

Thank you for commenting on the Draft 2017-2020 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC’s Transportation Policy and Executive Boards for their review in October, and will also be forwarded to the City of Bainbridge Island for their information.

Sincerely,

Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601

Comment 7

So us taxpayers in Snohomish County will get only 10% of the federal money granted for the Puget Sound Region per your article? Does that mean we are only paying in 10% to ST1, ST2 and ST3 god forbid it passes? In the first 20 years of the Tri-County taxes for light rail how many tracks have been placed in Snohomish County? How is it (the way the panel/board is set up) that King County gets a majority of the tax \$\$\$\$ dollars from Snohomish County and the taxpayers in Snohomish County get shafted on updates and basic maintenance for our counties streets and highways? It should be changed to the % paid by each county for the % received. Stop funding King County with Snohomish County tax dollars. HELL NO ON STD3 !!!!!!!

Kevin Buck

PSRC Response to Comment 7

Thank you for commenting on the Draft 2017-2020 Regional Transportation Improvement Program. Your comment will be provided to PSRC's Executive Board for review at their meeting on October 27, 2016.

The Draft 2017-2020 Regional Transportation Improvement Program (TIP) does not include any funding or projects related to the Sound Transit 3 funding package. The TIP contains only those funds currently programmed to projects within the upcoming four-year timespan.

Sincerely,

Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601

Comment 8

I am against all spending on transit programs. If you need money shut down the North Sounder Commuter Train (NSCT) and you will have millions of dollars available for any transit project.

The NSCT already has spent well over \$200 million in taxpayers dollars in subsidies and plans on spending millions more. Every rider who steps foot on the NSCT costs the taxpayer \$30 each way in subsidies. Presently there are a select minority of 1200 riders per day costing taxpayers \$42,600. In a years time the cost is \$10,930,000 to keep the NSCT afloat.

This doesn't include the \$16 million dollars being spent this year on landslide mitigation. Or the cost of parking lot upgrades, station upgrades, maintenance the list goes on.

If Snohomish County needs money for transportation projects, here it is. Shut down the NSCT and the county will be rolling in the dough.

How many people will the bridge from Grande Ave to the Port of Everett serve? Maybe 1000? That is from a total of 745,000 people who live in the county. Do you think a project that serves only 1000 spending over \$6 million is justified? There already is a bridge less than 1 1/2 miles away.

If you need facilities along the proposed bike route, you can move the bathroom facility at Narbeck Wetland Sanctuary. Built in 1999 the taxpayer foot the bill and built a great facility which has never been open. To double the fun, Snohomish County rents porta-potties to serve as restrooms. The county still maintains there are restrooms available at this park.

Here you go turn this wasteful use of taxpayer money into gold.

Steven M. Lay

PSRC Response to Comment 8

Thank you for commenting on the Draft 2017-2020 Regional Transportation Improvement Program. Your comment will be provided to PSRC's Executive Board for review at their meeting on October 27, 2016.

Sincerely,

Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601

Comment 9

\$70M in federal funds are slated for various Snohomish County infrastructure projects. These funds will benefit our county's needed upgrade of overlay projects, bicycle and pedestrian pathways, the Grand Ave Park bridge to Everett's waterfront and specifically, widening of Highway 9 south of Snohomish. Included in the \$70 is \$24M for Community Transit upgrades, one of the largest allocations of the federal grant. Community Transit is the only service for the county's northern and eastern commuters, connecting them to Everett Station and King County.

Please make sure this money is used in a timely manner; do not forfeit it like we did on Light Rail 40 - 50 years ago. We expect oversight from your agency to ensure the federal monies are used in the most efficient manner. We expect evidence that these federal funds for proposed projects in Snohomish County interface with ongoing city, county transportation upgrade budgets. In other words, we expect assurance the federal funds will enhance the transportation needs of the county.

Thank you for your attention to this matter.

Sincerely,

Robert J. Creamer
M. J. Donovan-Creamer

PSRC Response to Comment 9

Thank you for commenting on the Draft 2017-2020 Regional Transportation Improvement Program. Your comment will be provided to PSRC's Executive Board for review at their meeting on October 27, 2016.

PSRC has a robust project tracking program to ensure the region's federal funds are used in a timely and efficient manner and projects are delivered to the traveling public. In addition, all projects receiving PSRC's federal funds are thoroughly reviewed for consistency with local and regional plans. More information on these and other processes may be found on our website at <http://www.psrc.org/>.

Sincerely,

Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601

Comment 10

Dear Board Member:

In addition to my original comments (re: project number BAIN-29, Sound to Olympics Trail Extension Phase 3), please also consider the following:

1. According to the City of Bainbridge Island's recently published "Island Wide Transportation Study" and Washington State Patrol data THERE ARE NO PEDESTRIAN/CYCLE SAFETY ISSUES AT HIGHWAY 305 AND VINEYARD LANE! This area was not and is not on anyone's list of problem areas in need of improvement.
2. Phase 4 of the Sound to Olympics Trail will create a trail connection along the EAST SIDE of Highway 305 between Vineyard Land and High School Road. No cyclist or pedestrian using the Sound to Olympics Trail will ever use the proposed overpass! Users will certainly stay on whatever side of the highway they started on. Any need to cross the highway is already well served by the stoplight controlled intersections (with crosswalks) currently available at HWY305 @ Winslow Way and HWY305 @ High School Road.

Please have a look at the plan maps for this area or pull up a Google map. It will be really obvious that this proposed overpass is not in any way connected to the Sound to Olympics Trail. In recent plans it looks like the overpass may actually go OVER the Sound to Olympics Trail that is planned for the East side of Highway 305. BAIN-29 is merely an effort to grab \$2.1 million in Federal funding for a local special interest project by packaging it as part of the Sound to Olympics Trail.

Sincerely,

David Burnett
Bainbridge Island

PSRC Response to Comment 10

Mr. Burnett -

Thank you for your follow-up comment. It will be provided to the Executive Board at their meeting this Thursday, October 27th.

Sincerely,

Kelly McGourty

Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601

Comment 11

Received via letter

Comment on Everett Herald – Transportation Projects: “the Highway 9 crossing with Marsh Road and Airport Way.” Daily there are a hundred ways of accidents to happen.

Sincerely,
Ann Bjerneby
Everett, WA

PSRC Response to Comment 11

Ms. Bjerneby -

Thank you for commenting on the Draft 2017-2020 Regional Transportation Improvement Program. Your comment will be provided to PSRC's Executive Board for review at their meeting on October 27, 2016.

Sincerely,

Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035
Ph (206)971-3601