



Puget Sound Regional Council

Transportation Policy Board

Thursday, October 10, 2019 • 9:30 AM – 11:30 AM

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

The meeting will be streamed live over the internet at www.psrc.org

1. **Call to Order (9:30) - Mayor Becky Erickson, Chair**
2. **Communications and Public Comment**
3. **Report of the Chair**
4. **Director's Report**
5. **Consent Agenda (9:50)**
 - a. Approve Minutes of Transportation Policy Board Meeting held September 12, 2019
 - b. Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)
 - c. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the King County Foothills Trail (South) and White River Bridge Project
6. **Action Item (9:55)**
 - a. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the Sound Transit Downtown Redmond Link Extension Project -- *Ron Lewis, Sound Transit*
7. **Discussion Item (10:15)**
 - a. SR 99 Tolling and the Seattle Squeeze -- *Jennifer Charlebois, WSDOT Toll Division; Meghan Shepard, SDOT; Alex Ko, Sound Transit; Chris Arkills, King County Metro*
8. **Discussion Item (10:50)**
 - a. Report on PSRC's Bicycle/Pedestrian Work Program -- *Sarah Gutschow & Jean Kim, PSRC*
9. **Information Item**
 - a. PSRC Accepting Applications for Non-Voting Board Members on Policy Boards
10. **Next Meeting: November 14, 2019, 9:30 - 11:30 a.m., PSRC Board Room**

Major Topics for November:

 - Transit Integration Report
 - Report on PSRC's Special Needs & TDM Program
11. **Adjourn (11:30)**

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Casey Moreau, e-mail cmoreau@psrc.org; fax 206-587-4825; or mail.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling 206-464-7090 or TTY Relay 711. العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese, Call 206-587-4819.



Puget Sound Regional Council

MINUTES OF THE TRANSPORTATION POLICY BOARD

September 12, 2019

[To watch a video of the meeting and hear the full discussion, please go to:
<http://psrcwa.iqm2.com/Citizens/Default.aspx>.]

CALL TO ORDER

The meeting was called to order at 9:32 a.m. by Mayor Becky Erickson, Chair.

Chair Erickson welcomed the following new board members:

- Darrell Rodgers, Public Health – Seattle & King County, Member
- Shawn Frederick, Snohomish Health District, Alternate

COMMUNICATIONS AND PUBLIC COMMENT

Alex Tsimerman provided public comment.

REPORT OF THE CHAIR

Chair Erickson informed the board that the order of today's presentations had changed with Item 8 – ITS Inventory going before Item 7 – Tacoma/Pierce County I-5 HOV program.

Chair Erickson shared this is a rotation year for some of the non-voting seats representing Business & Labor and Community & Environment on the Transportation and Growth Management Policy Boards. Four seats on the Transportation Policy Board (TPB) have terms expiring at the end of this year. Those interested in applying or reapplying can submit an application for consideration.

DIRECTOR'S REPORT

Kelly McGourty, Director of Transportation Planning, announced that the Project Selection Task Force will meet following the TPB meeting. Today's funding presentation will be a precursor to the work of the Project Selection Task Force.

A flyer included in the agenda packet provided details of an upcoming Regional TOD event on October 4. The event will focus on bus rapid transit communities. Registration

is open online.

CONSENT AGENDA

- a. Minutes of the Transportation Policy Board Meeting held July 11, 2019
- b. Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)

ACTION: The motion was made by Commissioner Rob Gelder and seconded by Councilmember Jennifer Robertson to adopt the Consent Agenda. The motion passed.

2019 PROJECT SELECTION PROCESS FOR PSRC'S FHWA RURAL TOWN CENTERS AND CORRIDORS PROGRAM

Ryan Thompto, PSRC, shared that the Rural Town Centers and Corridors (RTCC) program was established from a 2003 study to assist implementing projects in rural town centers. He provided details of the number of projects and total funds awarded since 2005. Mr. Thompto also reviewed completed project examples.

Mr. Thompto provided an overview of the 2019 RTCC program. PSRC and the four countywide organizations collaborate in a two-stage process. Each countywide organization recommends up to three projects to compete. Projects are then scored by PSRC according to selection criteria. The RTCC project selection committee recommended a list of projects to receive \$5.0 million through the program. Mr. Thompto highlighted projects recommended in this current cycle.

Mr. Thompto shared PSRC's outreach efforts to collect public comments. Five comments were received and provided to the board.

ACTION: The motion was made by Commissioner Rob Gelder and seconded by Councilmember Doug Richardson to recommend the Executive Board approve the Rural Town Centers and Corridors Program funding to the list of projects identified in Attachment A, along with the list of recommended contingency list projects.

REGIONAL INTELLIGENT TRANSPORTATION SYSTEM (ITS) INVENTORY

Pavithra Parthasarathi, PSRC, explained that Intelligent Transportation Systems (ITS) refers to an array of tools, communication and technology with the focus to improve traffic, enhance safety and efficiency of the transportation system. Ms. Parthasarathi provided an overview of ITS planning at PSRC and how it is incorporated in PSRC's work.

PSRC has worked with stakeholders and reviewed the work of other Metropolitan Planning Organizations, with consensus that a Regional ITS inventory would be a valuable tool to have at the regional level. The inventory serves as a database of the

ITS technology in the region and where it is located. That helps inform where needs and opportunities exist as well as help regional partners coordinate on ITS efforts.

Gary Simonson, PSRC, briefed the board on what kind of data was collected, including signal coordination, adaptive signal control, accessible pedestrian signal and transit signal priority. Mr. Simonson shared that the ITS inventory is intended to be integrated with other data as part of a broader needs and gaps assessment. He also provided initial analysis and potential next steps of how it may be used in PSRC's planning.

TACOMA/PIERCE COUNTY I-5 HOV PROGRAM

John Wynands, WSDOT, shared progress on the Tacoma/Pierce County High Occupancy Vehicle (HOV) program. He shared the boundaries of the Tacoma/Pierce County High Occupancy Vehicle (HOV) program and the segments funded. Mr. Wynands discussed milestones completed. He reviewed construction projects included in the program. There are two projects of the funded portion remaining.

PSRC FUNDS PROGRESS REPORT

Ryan Thompto, PSRC, shared an overview of PSRC transportation funds received from the Federal Highway Administration and Federal Transit Administration and explained how those funds are incorporated into the Regional Transportation Improvement Program. Mr. Thompto discussed the delivery of 2019 funds and how PSRC took a supplemental funding action to meet the delivery target.

Kelly McGourty, PSRC, provided an overview of the projects awarded in the 2018 project selection process. The board will review similar types of projects for funding recommendation next summer. Ms. McGourty reviewed the purpose of the Project Selection Task Force, which will meet immediately following TPB. The task force will recommend the 2020 Policy Framework for PSRC's Federal Funds to TPB. She provided the board with background on the project selection process, reviewing the competition parameters and set-asides. The task force will review and make a recommendation on key policy and administrative issues. Ms. McGourty then reviewed the draft 2020 Project Selection schedule.

ADJOURN

The meeting adjourned at 11:30 a.m.

TRANSPORTATION POLICY BOARD
September 12, 2019

TPB MEMBERS & ALTERNATES PRESENT

Mayor Don Anderson, Local Transit – Pierce County
 Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
 Councilmember Scott Bader, Metropolitan Center–Everett (Alt.)
 Rob Berman, Seattle Metropolitan Chamber of Commerce
 Russ Blount, Regional Project Evaluation Committee (Alt.)
 Martha Burke, League of Women Voters of Washington
 Don Cairns, Regional Project Evaluation Committee
 Vicky Clarke, Cascade Bicycle Club
 Mayor Mike Courts, Other Cities & Towns in Pierce County
 Doug DeForest, Thurston Regional Planning Council
 Mayor Becky Erickson, Local Transit – Kitsap County, Chair
 Anne Eskridge, University of Washington
 Commissioner Robert Gelder, Kitsap County
 Jesse Hamashima, Regional Staff Committee (via remote)
 Peter Heffernan, Transportation Operators Committee
 Councilmember Cynthia Jacobsen, Other Cities & Towns in Pierce County (Alt.)
 Councilmember Mark James, Other Cities & Towns in Snohomish County
 Craig Kenworthy, Puget Sound Clean Air Agency (Alt.)
 Councilmember Kate Kruller, Other Cities & Towns in King County
 Councilmember Peter Kwon, Other Cities & Towns in King County (Alt.)
 Councilmember Kathy Lambert, King County
 Secretary Roger Millar, WSDOT
 Mayor Mary Lou Pauly, Other Cities & Towns in King County (Alt.)
 Dave Ramsay, WA State Transportation Improvement Board
 Councilmember Doug Richardson, Pierce County
 Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
 Darrell Rodgers, Public Health Seattle & King County
 Councilmember Terry Ryan, Local Transit – Snohomish County
 Councilmember Mike Todd, Local Transit – Snohomish County (Alt.)
 Mayor Greg Wheeler, Metropolitan Center–Bremerton
 John Wynands, WSDOT (2nd Alt.)

TPB MEMBERS ABSENT (*alternate present)

Commissioner Shiv Batra, WA State Transportation Commission
 Councilmember Chris Beale, Tacoma
 Commissioner Ryan Calkins, Ports
 Jennifer Cook, AAA
 Councilmember John Daniels, Jr., Muckleshoot Indian Tribe
 *Deputy Mayor Davina Duerr, Other Cities & Towns in King County
 Dan Gatchet, Freight Mobility Strategic Investment Board

TPB MEMBERS ABSENT (*alternate present) continued

Representative Mia Gregerson, House Transportation Committee
 Senator Steve Hobbs, Senate Transportation Committee
 Dan McKisson, ILWU Local 19
 Kelsy Mesher, Transportation Choices Coalition
 Councilmember Jay Mills, The Suquamish Tribe
 Councilmember Mike O'Brien, City of Seattle
 Councilmember Abel Pacheco, City of Seattle
 Commissioner Helen Price Johnson, Island County
 *Mayor Dana Ralph, Other Cities & Towns in King County, Vice Chair
 *Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency
 Andrew Strobel, Puyallup Tribe of Indians
 Councilmember Stephanie Wright, Snohomish County

GUESTS and PSRC STAFF PRESENT -

(As determined by signatures on the Attendance Sheet and documentation by staff)

Lyndall Bervar, Office of Congressman Adam Smith
 Catherine Kato, PSRC
 Carolyn Downs, PSRC
 Richard Gelb, Public Health Seattle & King County
 Mark Bandy, Jacobs
 Kathryn Johnson, PSRC
 Kelly McGourty, PSRC
 Casey Moreau, PSRC
 Brian Parry, Sound Cities Association
 Pavithra Parthasarathi, PSRC
 Kim Pearson, PSRC
 Gary Simonson, PSRC
 Andrew Singelakis, City of Bellevue
 Kalon Thomas, PSRC
 Ryan Thompto, PSRC
 Alex Tsimerman, SUP
 Lacey Jane Wolfe, City of Bellevue



Puget Sound Regional Council

CONSENT AGENDA

October 3, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Routine Amendment to the 2019-2022 Transportation Improvement Program (TIP)**

IN BRIEF

Three agencies submitted six projects this month for routine amendment into the Regional TIP. These projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various processes, such as Connecting Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2040 and the Regional Transportation Plan.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2019-2022 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

Under the Fixing America's Surface Transportation (FAST) Act, PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), Bus and Bus Facilities Formula (5339), and Enhanced Mobility of Seniors and Individuals with Disabilities (5310).

While PSRC does not have project selection authority for other types of federal, state, or local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2040, the Regional Transportation Plan, and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is described further below.

Consistency with VISION 2040 and the Regional Transportation Plan

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2040 and the Regional Transportation Plan.

Air Quality Conformity

The projects in Exhibit A were reviewed and it has been determined that a new air quality analysis and conformity determination is not required because each project falls into one or more of the following categories:

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

Funding Reasonably Expected to be Available

For the projects in Exhibit A, PSRC confirmed that the funds are reasonably expected to be available.

PSRC's Project Tracking Policies

This month's amendment includes no Project Tracking actions.

Federal Fund Source Descriptions

The following is a list of state and federal funding sources that are referenced in Exhibit A.

NHPP	Provides support for the condition and performance of the National Highway System (NHS).
Connecting Washington	State Connecting Washington Account.

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

Attachments:
Exhibit A

Month: September

Year: 2019

**Project(s) Proposed for
Routine Amendment to 2019-2022 TIP**

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	UPWP	Other Amend	
1. King County Parks Department	Foothills Trail (South) and White River Bridge New project adding preliminary engineering and construction funds to develop a 1.2 mile-long paved regional trail segment and bridge between Enumclaw and Buckley through Unincorporated King County. It will link the southern terminus of the existing Foothills Trail in Enumclaw to the northern terminus of the existing Foothills Trail at the City of Buckley. Project will be developed in two sequential segments: Segment A - 252nd to SE Boise Creek Bridge at Mud Mountain Road; Segment B - Boise Creek Bridge to Buckley, including bridge.	\$2,800,000	State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$15,947,672	Local				
		\$18,747,672	Total				
2. Renton	Williams Ave S and Wells Ave S Conversion Project New right of way phase adding funds to convert Williams Ave S and Wells Ave S between S Grady Way and N 1st St from a one-way to a two-way operation, upgrade traffic signals, raised intersections with curb bulbouts at Williams Ave S/S 2nd St, Williams Ave S/S 3rd St, Wells Ave S/S 2nd St, and Wells Ave S/S 3rd St, new segments of sidewalk, landscaping, street furniture and lighting on Williams Ave S and Wells Ave S within the Downtown core, a bicycle boulevard/green street along Wells Ave S (from Houser Way S to the Cedar River Trail), bicycle racks, railroad crossing improvements, signage, markings and wayfinding.	\$117,789	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$117,789	Total				

Attachment: Exhibit A (2681 : TIP 19-09)

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
3. WSDOT Northwest Region	I-90/Homer M Hadley Bridge - Anchor Cable Replacement New construction phase adding funds to replace select anchor cables in order to maintain the operating integrity of the bridge, as several anchor cables on the Homer M Hadley floating bridge have reached the end of their service life.	\$3,642,471 Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,642,471 Total				
4. WSDOT Northwest Region	I-90/Lacey V Murrow Bridge - Anchor Cable Replacement New construction phase adding funds to replace select anchor cables in order to maintain the operating integrity of the bridge, as several anchor cables on the Lacey V Murrow floating bridge have reached the end of their service life.	\$9,028,530 Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$9,028,530 Total				
5. WSDOT Northwest Region	SR 509/28th/24th Ave S to S 188th St - SR 509 Completion Stage 2 New project with preliminary engineering and right of way phases adding funds to widen SR 509 between 24th/28th Ave. S. and S. 188th St. and add toll lanes.	\$34,440,739 Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$34,440,739 Total				

Attachment: Exhibit A (2681 : TIP 19-09)

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
6. WSDOT Northwest Region	SR 513/Montlake Bridge - Grid Deck Replacement New project with preliminary engineering and construction phases adding funds to replace the grid deck in order to eliminate the need for emergency repair and provide a solid driving surface that is securely attached to the bridge.	\$4,064,594 Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$112,270 Local				
		\$4,176,864 Total				

Attachment: Exhibit A (2681 : TIP 19-09)



Puget Sound Regional Council

CONSENT AGENDA

October 3, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the King County Foothills Trail (South) and White River Bridge Project**

IN BRIEF

King County has submitted a request to change the status of the Foothills Trail (South) and White River Bridge project from “Candidate” to “Approved.” 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 a change in project status for the King County Foothills Trail (South) and White River Bridge project 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.

The Foothills Trail (South) and White River Bridge project will develop a 1.2 mile paved regional trail segment and bridge between the cities of Enumclaw and Buckley through Unincorporated King County. The project will link the southern terminus of the existing Foothills Trail in Enumclaw and 252nd Avenue SE to the northern terminus of the existing Foothills Trail at the City of Buckley. The project is being implemented in two sequential segments: Segment A from 252nd Avenue SE to Boise Creek Bridge at Mud Mountain Road and Segment B from Boise Creek Bridge to Buckley, including the White River Bridge.

Table 1 below provides additional details of the project, including the criteria used to review the project for the requested status change.

Table 1: Project Details and Review Criteria

Review Criteria	Foothills Trail (South) and White River Bridge	
Total Project Cost	\$ 18,747,672	
Consistency with Transportation 2040 Policies	The project is consistent with regional policy.	
Benefit-Cost Analysis	Not required, project is less than \$100,000	
Environmental Documentation	The SEPA processes are complete and a Determination of Non-Significance was issued in June, 2017.	
Other Planning Requirements	An Interlocal Agreement for Cooperative Planning, Design, and Construction of the project was completed December 11, 2015 by King County, Pierce County, WSDOT, and the cities of Enumclaw and Buckley. In addition, two temporary construction-related easements have been secured from local property owners along with an Aquatic Use Authorization from the Washington State Department of Natural Resources.	
Financial Feasibility	Funding	State \$ 2,800,000 Local <u>\$ 15,947,672</u> \$ 18,747,672

Review Criteria	Foothills Trail (South) and White River Bridge
Air Quality Conformity	Approving this project will not change the region's air quality conformity determination.

For more information, please contact Ryan Thompto at 206-464-7122 or rthompto@psrc.org.



Puget Sound Regional Council

ACTION ITEM

October 3, 2019

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the Sound Transit Downtown Redmond Link Extension Project**

IN BRIEF

Sound Transit has submitted a request to change the status of the Downtown Redmond Link Extension project from “Candidate” to “Approved.” 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 a change in project status for the Sound Transit Downtown Redmond Link Extension project 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.

The Downtown Redmond Extension project will construct a 3.4 mile extension of Link Light Rail from the interim terminus at the Redmond Technology Station (formerly called the Overlake Transit Center Station) to downtown Redmond. Light rail will travel along State Route 520 with two new stations: the SE Redmond Station east of Marymoor Park, and the Downtown Redmond Station. As part of the project, a parking garage with approximately 1,400 spaces and bus bays and layover space will be constructed adjacent to SE Redmond Station.

When it opens in 2024, the Downtown Redmond Link Extension will serve population and employment while offering connections to numerous local and regional bus lines, including some of the region's bus rapid transit lines. Project ridership, including East Link Extension, is 43,000-52,000 daily riders by 2026.

Table 1 below provides additional details of the project, including the criteria used to review the project for the requested status change.

Table 1: Project Details and Review Criteria

Review Criteria	Downtown Redmond Link Extension								
Total Project Cost	\$ 1,530,000,000								
Consistency with Transportation 2040 Policies	The project is consistent with regional policy.								
Benefit-Cost Analysis	Benefit-cost analysis for Downtown Redmond Link was conducted as a part of the ST3 plan. Sound Transit issued a report in September 2016, with an associated benefit-cost ratio of 1.12.								
Environmental Documentation	FTA and FHWA issued their respective Records of Decision in November 2011. SEPA Addendum and NEPA re-evaluation was approved by the FTA in August 2018.								
Other Planning Requirements	Sound Transit has entered into numerous agreements with partner jurisdictions and agencies, including MOUs for interjurisdictional coordination, transitway agreements, and I-5 airspace agreements with WSDOT.								
Financial Feasibility	<table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: right;">FTA</td> <td style="text-align: right;">\$ 49,809,846</td> </tr> <tr> <td style="text-align: right;">Local</td> <td></td> </tr> <tr> <td style="text-align: right;">Funding</td> <td style="text-align: right;"><u>\$ 1,480,190,154</u></td> </tr> <tr> <td></td> <td style="text-align: right;">\$ 1,530,000,000</td> </tr> </table>	FTA	\$ 49,809,846	Local		Funding	<u>\$ 1,480,190,154</u>		\$ 1,530,000,000
FTA	\$ 49,809,846								
Local									
Funding	<u>\$ 1,480,190,154</u>								
	\$ 1,530,000,000								

Review Criteria	Downtown Redmond Link Extension
Air Quality Conformity	Approving this project will not change the region's air quality conformity determination.

For more information, please contact Ryan Thompto at 206-464-7122 or rthompto@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

October 3, 2019

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **SR 99 Tolling and the Seattle Squeeze**

IN BRIEF

The tolling of the State Route 99 tunnel is scheduled to begin on November 9, 2019. In addition, other major changes and impacts from public and private construction projects are expected to continue in downtown Seattle over the next five years, a period referred to as the Seattle Squeeze.

The Washington State Department of Transportation (WSDOT), the City of Seattle and King County Metro have provided briefings to the Transportation Policy Board in the past about their coordination activities, for example during the closure of the Alaskan Way Viaduct earlier this year. At its meeting on October 10, the board will hear a fresh report from these agencies on their current efforts related to the transportation system changes in downtown Seattle.

DISCUSSION

The “Seattle Squeeze” describes the period through 2024 during which numerous construction projects in downtown Seattle are expected to add pressure to an already challenged transportation system. Some of these projects include the demolition of the Alaskan Way Viaduct, transit service changes and the closing of the downtown transit tunnel, and private building construction.

Demolition of the viaduct is nearing conclusion, and tolling of the State Route 99 tunnel is scheduled to begin on November 9. Other current or imminent activities include changes to transit service downtown and the waterfront redevelopment project.

Representatives from WSDOT, Seattle and King County Metro will brief the board at its October 10 meeting on these activities, their continued coordination efforts, and the plan to keep people and goods moving through downtown during this challenging period.

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



Puget Sound Regional Council

DISCUSSION ITEM

October 3, 2019

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Report on PSRC's Bicycle/Pedestrian Work Program**

IN BRIEF

As part of the implementation of PSRC's Regional Transportation Plan, staff has been working closely with local jurisdictions and transit agencies on planning for pedestrian and bicycle infrastructure.

The Transportation Policy Board will be provided a briefing at its October 10, 2019 meeting on the status of the regional bicycle and pedestrian planning work program.

DISCUSSION

PSRC's regional bicycle and pedestrian planning work program is important to implementing the Regional Growth Strategy and the Regional Transportation Plan. According to the 2017 Regional Household Travel Survey, more than 80% of transit trips are accessed by people walking to transit. With expansion of the high capacity transit system, it will be important to continue making transit accessible to people who walk and bicycle to and from transit stations in the future.

PSRC's role in regional bicycle and pedestrian planning includes supporting local efforts with regional data and modeling; implementing the Regional Active Transportation Plan (an appendix to the Regional Transportation Plan); identifying barriers to bicycle and pedestrian access and mobility; and facilitating collaboration across jurisdictional boundaries on active transportation.

Over the last several months, PSRC surveyed local jurisdictions on the availability of bicycle and pedestrian infrastructure data and count programs. This effort has revealed areas where gaps in data exist and places where available data may improve planning

and modeling. PSRC has also tested methods of data collection and begun inventorying pedestrian and bicycle infrastructure plans, policies, and regulations. These efforts are expected to improve baseline information to assist in future bicycle and pedestrian planning efforts.

The Transportation Policy Board will be provided a briefing at its October 10, 2019 meeting on the status of PSRC's bicycle and pedestrian planning work program, and a look at next steps.

For more information, please contact Sarah Gutschow at 206-587-4822, sgutschow@psrc.org.



Puget Sound Regional Council

INFORMATION ITEM

October 3, 2019

To: Transportation Policy Board

From: Josh Brown, Executive Director

Subject: PSRC Accepting Applications for Non-Voting Board Members on Policy Boards

IN BRIEF

The Puget Sound Regional Council (PSRC) is currently accepting applications for non-voting board members for the Growth Management Policy Board and the Transportation Policy Board.

DISCUSSION

Interested in regional planning? PSRC is offering an opportunity to participate in long-range policy making.

The [Transportation Policy Board](#) and [Growth Management Policy Board](#) are looking for interested group representatives to serve as non-voting members.

Each board has openings in the categories of business/labor and community/environment. The seats are for three-year terms.

Interested groups that would like to apply should do so by 5 p.m. on Friday, October 18, 2019.

Organizations that apply are asked to name a lead and alternative representative in the [application](#). The application can also be found at: <https://www.psrc.org/whats-happening/blog/join-one-psrcs-policy-boards>

The decision will be made in December for new members to be seated in January 2020.

PSRC seeks and encourages diversity in its boards.

For questions, contact Sheila Rogers at srogers@psrc.org or 206-464-5815.