



Puget Sound Regional Council

## Transportation Policy Board

Thursday, March 10, 2022 • 9:30 AM – 11:30 AM

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

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

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In accordance with the Governor’s Proclamations and the Seattle-King County Department of Public Health Officer’s orders, masks are required for all visitors to PSRC’s office, regardless of vaccination status. No refreshments will be provided at the meeting.

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

### Attend, watch or listen

Members of the public can attend meetings at PSRC’s offices, watch the meeting live at <https://www.psrc.org/boards/watch-meetings>, or listen by phone 1-888- 475-4499, Meeting ID: 878 6268 1077, Passcode: 840998.

### Provide public comment

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

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

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

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1. **Call to Order (9:30) - Mayor Dana Ralph, Chair**
2. **Communications and Public Comment**
3. **Report of the Chair**
4. **Director's Report**
5. **Consent Agenda (9:45)**
  - a. Approve Minutes of Transportation Policy Board Meeting held February 10, 2022

- b. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
- c. Recommend Project Submittals to WSDOT National Highway Freight Program Funding Competition
- d. Recommend Certification of the Frederickson MIC Subarea Plan

**6. Action Item (9:50)**

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

**7. Discussion Item (10:05)**

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

**8. Information Item**

- a. VISION 2050 Awards - Call for Nominations 2022

**9. Information Item**

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

**10. Next Meeting: April 14, 2022, 9:30 - 11:30 AM**

The Transportation Policy Board will be reviewing the public comments received on the draft Regional Transportation Plan at the meeting on March 10. Potential amendments to the draft plan will be considered and discussed in March and April. Should it be necessary, please hold March 31st for an additional meeting date to allow for adequate discussion.

Major Topics for April:

- Regional Transportation Plan Final Recommendation

**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](mailto: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, visit <https://www.psrc.org/contact-center/language-assistance>.



## Puget Sound Regional Council

### **MINUTES OF THE TRANSPORTATION POLICY BOARD**

**February 10, 2022**

[To watch a video of the meeting and hear the full discussion, please go to:  
<https://www.psrc.org/boards/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 today's Transportation Policy Board meeting would be hybrid, allowing for remote and in-person attendance. Chair Ralph shared that the meeting was live streamed, and a call-in number provided for members of the public to listen.

Chair Ralph shared that chat has been turned off to avoid meeting distractions and to ensure the public can hear comments. Members may only send a chat to the meeting hosts for technical issues.

Chair Ralph welcomed new members:

- Steve Roark, WSDOT (alternate).
- Councilmember Dan Strauss (member), Councilmember Alex Pedersen (member) and Council President Debora Juarez (alternate), City of Seattle.
- Council President Michael Goodnow, Bremerton (alternate)

A quorum was established by roll call.

#### **COMMUNICATIONS AND PUBLIC COMMENT**

No written communications were received. No public comment was provided at this time as the commenter had not yet joined the meeting. The public commenter, Robin Briggs, joined the meeting after public comment had been closed, but was allowed to address the board following agenda item 7.

#### **REPORT OF THE CHAIR**

Chair Ralph shared a reminder that PSRC's Regional Transportation Plan (RTP) is out for public comment and thanked all that had contributed to the plan.

## DIRECTOR'S REPORT

Kelly McGourty, PSRC, informed the board that the Washington State Department of Transportation is conducting a statewide competition for projects to receive federal freight program funds. Metropolitan Planning Organizations such as PSRC have a role to coordinate on that process. Projects from the Puget Sound region will filter through PSRC and be submitted to the state. PSRC does not have a recommendation role, but the board will be informed of the projects. That information will be provided to the board in March.

PSRC staff are working to release the call for projects for PSRC's project selection process by the end of the week. The process will be conducted over the next few months and the board will see all project recommendations by July.

## CONSENT AGENDA

Chair Ralph informed the board that at its February meeting, the GMPB did not move forward with approval of the Conditional Certification for Black Diamond's Comprehensive Plan. Item 5c was removed from today's TPB consent agenda.

- a. **Approve Minutes of Transportation Policy Board Meeting held January 13, 2022**
- b. **Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)**

**ACTION: The motion was made by Councilmember Kim Daughtry and seconded by Mayor Becky Erickson to adopt the Consent Agenda. The motion passed.**

## RELEASE PROJECT RECOMMENDATIONS FOR RURAL TOWN CENTERS AND CORRIDORS PROGRAM AND TRANSPORTATION ALTERNATIVES PROGRAM FOR PUBLIC COMMENT

Jennifer Barnes, PSRC, informed the board that it would review the recommendations for two funding competitions: the Rural Town Centers & Corridors Program (RTCC), a set-aside from PSRC's 2020 project selection process, and the Transportation Alternatives Program (TAP), a federal set-aside program that is conducted less frequently. Both processes began with a call for projects in October 2021. Work by the respective selection committees was completed in January. The board will be asked to take action to release the recommended projects for public review and comment. Final action on the funding recommendations is scheduled for March 2022.

Ms. Barnes provided background on the RTCC funding competition as well as the breakdown of applications received. She noted that projects were scored by PSRC staff according to established criteria and then reviewed by the project selection committee. The committee considered scores plus other factors such as geographic

equity and a mix of project phases. Ms. Barnes provided an overview of the unanimous funding recommendation.

Sarah Gutschow, PSRC, provided an overview of the TAP funding competition. The project selection committee consisted of representatives from each of the four countywide transportation forums, PSRC's Bicycle and Pedestrian Advisory Committee, as well as citizens representing the other TAP categories. Ms. Gutschow noted that the competition started in October 2021 and gave a breakdown of the applications received. Projects were scored by PSRC staff according to established criteria. The committee then considered additional factors such as geographic equity and a mix of project phases in developing a funding recommendation. The final committee recommendation was a split vote of 8-3. Detailed information about the discussion was included in the agenda packet. In summary, the split vote was due to the geographic balance of the funding distribution. Ms. Gutschow gave an overview of the projects recommended for funding and the contingency list.

Ms. Gutschow outlined the next steps of the funding competition process. The board is asked to release the recommended projects for both RTCC and TAP funding for public comment. At its meeting on March 10, TPB will review public comments and recommend Executive Board approval of the project funding recommendations.

**ACTION: The motion was made by Commissioner Rob Gelder and seconded by Mayor Becky Erickson that the Transportation Policy Board should release the list of projects identified in Attachments A and B recommended for funding through the Rural Town Centers and Corridors Program and the Transportation Alternatives Program for public comment, including the recommended prioritized lists of contingency projects.**

## **2022 PRELIMINARY WORK PROGRAM**

Gil Cerise and Jennifer Barnes, PSRC, briefed the board on the draft proposal for the 2022 transportation work program. Mr. Cerise started by sharing 2021 accomplishments in transportation. Ms. Barnes shared key upcoming work program items such as the adoption of the Regional Transportation Plan and process improvements for the Transportation Improvement Program (TIP).

Mr. Cerise shared high priority core functions coming up in 2022 such as federal certification and the project selection process, among other administrative and ongoing work items. Mr. Cerise then noted the work program elements included in the draft Regional Transportation Plan, identifying planned work program areas such as supporting access to transit and improving regional coordination for mobility for people with special transportation needs. Ms. Barnes identified proposed high priority work program items related to freight, transportation demand management, health and water quality. Proposed work program items related to safety, climate and equity were identified for 2022, noting that the board has identified these as high priority elements.

Mr. Cerise then shared work proposed for 2023 or later that would support RTP implementation and improve data collection and visualization. Mr. Cerise asked the board for their initial feedback on the proposed work program items and priorities. Board members asked for staff to come back to the board if there are changes to the work program following RTP adoption. Members shared that they appreciated that the draft work program highlighted transit access, safety and special needs transportation.

## **PUBLIC COMMENT**

Robin Briggs was permitted to address the board and provide public comment at this time.

## **PRELIMINARY THEMES FROM PUBLIC COMMENT FOR REGIONAL TRANSPORTATION PLAN**

Ben Bakkenta, PSRC, provided an overview of the outreach and engagement process for the draft RTP including the public comment period open through February 28. Mr. Bakkenta shared preliminary themes from early comments received to date and reviewed key themes from five community focus groups. A detailed report of feedback from the community focus groups is expected to be released soon. Major employer and business interviews are scheduled this month to further understand priorities and concerns from business and industry perspectives. Mr. Bakkenta briefed the board on virtual public meetings held in early February.

## **REGIONAL TRANSPORTATION PLAN SCHEDULE AND ACTION STEPS**

Kelly McGourty, PSRC, shared next steps for the RTP and schedule of activities for the board. Public comment closes on February 28, and the board was asked to submit additional amendments to staff by March 4<sup>th</sup> for review at the March 10 meeting. The board will be provided information on all public comments received, and staff will be working to categorize all comments and summarize themes with the full report available shortly after the March meeting. Comments will also be grouped into three types: general, technical corrections and those advanced for board review.

The board discussed how public comments and public comment analysis will be shared with the board, as well as the timing for the board to respond and make amendments. Ms. McGourty outlined that the March and April meetings will be reserved for board conversation on public comment and amendments. Another option could be to hold a special meeting if needed for amendment review.

Staff encouraged the board to submit feedback, comments and recommendations as soon as possible. Ms. McGourty reminded the board that federal requirements mandate that the plan be approved in a certain time frame. She reviewed the schedule for Executive Board review of the plan and schedule to submit to the General Assembly for approval by May 26.

**ADJOURN**

The meeting adjourned at 11:10 a.m.

**TPB MEMBERS & ALTERNATES PRESENT**

See attached attendance roster.

**GUESTS and PSRC STAFF ATTENDING**

(As determined by staff)

Ben Bakkenta, PSRC  
Jennifer Barnes, PSRC  
Gil Cerise, PSRC  
Carolyn Downs, PSRC  
Craig Helmann, PSRC  
Kathryn Johnson, PSRC  
Piset Khuon, PSRC  
Kelly McGourty, PSRC  
Casey Moreau, PSRC  
Sheila Rogers, PSRC

Attachments:

TPB February 10, 2022 Attendance Roster

Transportation Policy Board - February 10, 2022			
Voting Members		✓	Non-voting Members
<b>King County</b>	2	CM Girmay Zahilay	1 <b>Associate Members</b>
		CM Dave Upthegrove	1 Island County
		Vacant Alt	1 COMM Melanie Bacon
		Vacant Alt	1 COMM Jill Johnson Alt
Seattle	2	CM Dan Strauss	1 Thurston Regional Planning Council
		CM Alex Pedersen	1 COMM Dani Madrone, Olympia
		CP Debora Juarez Alt	1 COMM Carolina Mejia, Thurston Co Alt
Bellevue	1	CM Jennifer Robertson	<b>Public Agency Members</b>
		CM Janice Zahn Alt	1 Puget Sound Clean Air Agency
Cities/Towns	3	CM Kate Kruller, Tukwila	1 Paul Roberts
		MYR Dana Ralph, Kent, <b>Chair</b>	1 Cynthia Wang Alt
		MYR Mary Lou Pauly, Issaquah	1 Dan Gatchet
		CM Peter Kwon, SeaTac Alt	1 Brian Ziegler Alt
		DEP MYR Wendy Weiker Mercer Isl Alt	1 WA Transportation
		DEP MYR Jay Arnold, Kirkland Alt	1 Improvement Board
Local Transit	1	CM Rod Dembowski	<b>PSRC Committees</b>
		Vacant Alt	1 Regional Staff Cmte.
<b>Kitsap County</b>	1	COM Robert Gelder	1 Regional Project Evaluation Cmte.
		COM Charlotte Garrido Alt	1 Doug McCormick, Snohomish Co.
Bremerton	1	MYR Greg Wheeler	1 Russ Blount, Fife Alt
		CP Michael Goodnow Alt	1 Peter Heffernan, King County
Cities/Towns	1	Vacant Member	1 Lindsey Sehmel Alt, Pierce Transit
		CM Leslie Schneider, Bainbridge Isl Alt	<b>Private/Civic Members-Business/Labor</b>
Local Transit	1	MYR Becky Erickson, Poulsbo	1 Laborers Local Union 242 exp. 12/31/22
		CM John Clauson, Port Orchard Alt	1 Billy Hetherington
<b>Pierce County</b>	1	CM Ryan Mello, <b>Vice Chair</b>	1 Dale Bright Alt
		CM Dave Morell Alt	1 WA Roundtable exp. 12/31/22
Tacoma	1	CM Kristina Walker	1 Neil Strege
		CM Conor McCarthy Alt	1 Vacant Alt
Cities & Towns	1	CM Bryan Yambe, Fife	1 Seattle Met. Chamber of Commerce exp. 12/31/22
		MYR Josh Penner, Orting Alt	1 Master Builders of Pierce County exp. 12/31/23
Local Transit	1	CM Marty Campbell, Pierce County	<b>Private/Civic Members-Community/Environment</b>
		DEP MYR John Palmer, Puyallup Alt	1 Seattle Aging & Disability Services exp. 12/31/23
<b>Snohomish County</b>	1	CM Jared Mead	1 League of Women Voters of WA exp. 12/31/22
		CM Sam Low Alt	1 Public Health Seattle/ King County exp.12/31/23
Everett	1	CM Ben Zarlino	1 Transportation Choices Coalition exp. 12/31/23
		Vacant Alt	1 Alex Hudson
Cities/Towns	1	CM Jan Schuette, Arlington	1 Kelsey Mesher Alt
		CM Jeffrey Beeler, Sultan Alt 1	16 Non-voting
		CM Michael Stevens, Marysville Alt 2	16 Non-voting members present
Local Transit	1	CM Kim Daughtry, Lake Stevens	<b>Ex-Officio Non-Voting Members</b>
		CM Jan Schuette, Arlington Alt	87 State Legislators
<b>Regional Transit</b>	1	MYR Kim Roscoe, Fife	87 Districts within PSRC's boundary
		Vacant Alt	
<b>Federally Recognized Tribes</b>			
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	
<b>Statutory Members</b>			
Ports	1	COM Toshiko Hasegawa, Seattle	1
		COM Cary Bozeman, Bremerton Alt	1
WA Trans. Commission	1	COM Jerry Litt	
		COM Hester Serebrin Alt	
WSDOT	1	SEC Roger Millar	1
		ASST SEC Julie Meredith Alt 1	
		Mike Cotton Alt 2	
		Steve Roark Alt 3	
		Robin Mayhew Alt 4	
<b>Legislative Transportation Cmte. (Not Counted for Quorum)</b>			
House Transportation Cmte.	2	REP Emily Wicks, D	
		REP Jake Fey, D Alt	
		REP Dan Griffey, R	
		REP Andrew Barkis, R Alt	
Senate Transportation Cmte.	2	Vacant, D	
		SEN Mark Mullet, D Alt	
		Vacant, R	
		Vacant, R Alt	
Voting	32	(Quorum = 14) Quorum Total	20
		Total Voting members present	21

Attachment: TPB February 10, 2022 Attendance Roster (3359 : Approve Minutes of Transportation Policy Board Meeting Feb 2022)





## Puget Sound Regional Council

### CONSENT AGENDA

March 3, 2022

**To:** Transportation Policy Board

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

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

### IN BRIEF

Three agencies submitted four projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various funding processes, such as the National Highway Performance Program funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

### RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2021-2024 Regional TIP to include the projects as shown in Exhibit A.

### DISCUSSION

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

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

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2050, the Regional Transportation Plan, and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is further described below.

### **Consistency with VISION 2050 and the Regional Transportation Plan**

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2050 and the Regional Transportation Plan.

### **Air Quality Conformity**

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

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

### **Funding Reasonably Expected to be Available**

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

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

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

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

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

### **Federal Fund Source Descriptions**

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

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

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

Attachments:  
Exhibit A

Month: March

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

Exhibit A

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

Attachment: Exhibit A (3360 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

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

Attachment: Exhibit A (3360 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))



## Puget Sound Regional Council

### CONSENT AGENDA

March 3, 2022

**To:** Transportation Policy Board

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

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

### IN BRIEF

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

### RECOMMENDED ACTION

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

### DISCUSSION

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

The NHFP was established by Congress in the 2015 federal transportation act as a federal-aid highway formula program to improve the efficient movement of freight. Per federal law, WSDOT administers the allocation of federal NHFP funds apportioned to

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

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

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

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

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

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

### **NEXT STEPS**

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

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

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

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

Attachments:

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



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

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

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



## Puget Sound Regional Council

### CONSENT AGENDA

March 3, 2022

**To:** Transportation Policy Board

**From:** Councilmember Ed Prince, Chair, Growth Management Policy Board

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

### IN BRIEF

Consistent with PSRC's adopted [plan review process](#), PSRC staff recommends certification of the subarea plan for the Frederickson Manufacturing/Industrial Center. The certification report (Attachment A) further describes how the plan meets applicable requirements.

### RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should:

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

### DISCUSSION

A major emphasis of the Washington State Growth Management Act (GMA) is the need to coordinate local, regional, and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council (PSRC) have worked together to develop an overall process for reviewing local, countywide, regional, and transit agency policies and plans for compatibility and consistency.

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

centers under the Designation Procedures for New Centers and the Regional Centers Framework. VISION 2050, the Regional Transportation Plan, and the Adopted Policy and Plan Review Process call for PSRC to review and certify subarea planning efforts of jurisdictions with designated regional centers.<sup>1</sup>

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

At this board meeting, staff will present the following subarea plan certification reports for the Frederickson MIC for board consideration. The Frederickson manufacturing/industrial center is located within urban unincorporated Pierce County, southeast of Tacoma and south of Puyallup. The Frederickson MIC is one of the principal industrial centers of Pierce County. The county has made significant investments in the center's infrastructure and plans to continue this investment in the future to encourage high intensity employment.

PSRC staff reviewed the subarea plan and find that it addresses the planning expectations for regional centers. PSRC staff coordinated with county staff in the review of the plan and drafting of the certification report. The Regional Centers Framework (2018) calls for review of centers and center planning again in 2025, and PSRC may provide additional comments or guidance for center planning as part of that work.

For more information, contact Maggie Moore, Senior Planner, at 206-464-6171 or [mmoore@psrc.org](mailto:mmoore@psrc.org).

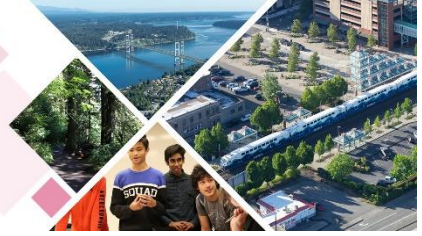
Attachments:

A - 2022 Frederickson MIC Subarea Certification Report

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<sup>1</sup> The specific requirements for center planning are provided in [PSRC's Plan Review Manual](#), and the process is also described in [VISION 2050: Implementation](#). Certification of the jurisdiction's comprehensive plan for consistency with the regional transportation plan, regionally established guidelines and policies, and Growth Management Act requirements for transportation planning is completed through a separate board action.

# REGIONAL MANUFACTURING/INDUSTRIAL CENTER DRAFT PLAN REVIEW CERTIFICATION REPORT



## PIERCE COUNTY, FREDERICKSON COMMUNITY PLAN

FEBRUARY 24, 2022

### FREDERICKSON MANUFACTURING/INDUSTRIAL CENTER

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

### REGIONAL CENTERS CERTIFICATION

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

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

### CERTIFICATION RECOMMENDATION

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

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

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

<sup>1</sup> The specific requirements for center planning are provided in [PSRC's Plan Review Manual](#), and the process is also described in [VISION 2050: Implementation](#). Certification of the jurisdiction's comprehensive plan for consistency with the regional transportation plan, regionally established guidelines and policies, and Growth Management Act requirements for transportation planning is completed through a separate board action.

## REVIEW OF REGIONAL MANUFACTURING/INDUSTRIAL CENTER PLANNING

### BACKGROUND

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

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

#### SCOPE OF REVIEW

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

- Vision for the center**, including a commitment to accommodating employment and preservation of an urban industrial land base.
- Identification of the area** designated as a regional center and relationship to other plans.
- Description of the center's economic role** within the city, county, and region.
- Equitable engagement process** with community and relevant stakeholders.
- Coordination** with tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions.
- Prioritization of local investments** in the center.

#### DISCUSSION: EXEMPLARY PLAN PROVISIONS

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

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

#### DISCUSSION: AREAS FOR FURTHER WORK

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

## Environment and Climate Change

### SCOPE OF REVIEW

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

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

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

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

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

### DISCUSSION: AREAS FOR FURTHER WORK

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

## Land Use/Development Patterns

### SCOPE OF REVIEW

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

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

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

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

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



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

#### DISCUSSION: AREAS FOR FURTHER WORK

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

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

## Economy

### SCOPE OF REVIEW

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

- Support or maintain** manufacturing industrial industries through innovative strategies.
- Key sectors and industry clusters** in the center.
- A **market analysis** of the center's development potential.
- Reduce the risk** of commercial displacement.
- Expand access** to economic opportunity.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

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

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

### DISCUSSION: AREAS FOR FURTHER WORK

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

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

## Transportation

### SCOPE OF REVIEW

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

- Integrated transportation network** described, with deficiencies identified and addressed.
- Freight movement** strategies such as rail, trucking facilities, waterways, etc., including local and regional distribution.
- Employee commuting**, including demand management strategies and multimodal options.
- Transit options** should be described, with transit agency coordination encouraged.
- Mode-split goals.**
- Eliminate modal conflicts and promote safety** through transportation investments, programs, and resources.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

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

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

### DISCUSSION: AREAS FOR FURTHER WORK

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

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

## Public Services

### SCOPE OF REVIEW

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

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

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

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

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



**DISCUSSION: AREAS FOR FURTHER WORK**

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

**Conclusion and Next Steps**

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

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

DRAFT

Attachment: A - 2022 Frederickson MIC Subarea Certification Report (3358 : Frederickson MIC)



## Puget Sound Regional Council

### **ACTION ITEM**

March 3, 2022

**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 February 10, 2022, the Transportation Policy Board authorized the release of projects recommended for funding under both programs for public review and comment, including a prioritized contingency list of projects should additional funds become available prior to the next selection processes. As of March 3, 2022, four comments had been received and are included in Attachment C.

### **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.

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

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

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

### **Transportation Alternatives Program**

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

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

### **Summary of Public Comment**

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

As of March 3, 2022, four comments had been received and are included in Attachment C. Any additional comments received by the March 10 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 March 24, 2022 meeting.

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

Attachments:

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

B - 2021 Transportation Alternatives Program Project Recommendations and Contingency List

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

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

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

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

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

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

Attachment: A - 2021 Rural Town Centers and Corridors Program Project Recommendations and

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

**Projects Recommended for Funding**

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

Attachment: B - 2021 Transportation Alternatives Program Project Recommendations and Contingency

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

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

Attachment: B - 2021 Transportation Alternatives Program Project Recommendations and Contingency

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

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



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

**Comment 1**

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

Hello Sarah & Jennifer,

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

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

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**Comment 2**

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

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

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**Comment 3**

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

Hi!

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

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

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

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

Molly Hackett

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**Comment 4**

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

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

Sincerely,  
Jo Ann Coble



## Puget Sound Regional Council

### DISCUSSION ITEM

March 3, 2022

**To:** Transportation Policy Board

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

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

### IN BRIEF

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

### DISCUSSION

The public comment period for the draft Regional Transportation Plan was conducted between January 13 and February 28, 2022. Comments were received from 74 individuals, 17 of PSRC's member agencies, and 22 other organizations including tribal governments, public agencies, non-profit and community organizations. All comments are now posted on PSRC's website at <https://www.psrc.org/our-work/rtp>.

At the meeting on March 10 staff will provide a detailed briefing on the public comments received. This will include a categorization of comments across specific plan topics as well as by three comment types: general plan comments, technical corrections, or comment for board review. Staff is working to provide draft responses to each and every comment and will provide this information in a complete report that will be posted to the website in the coming weeks.

In addition to the specific proposals submitted during the public comment period that will be brought the board's attention, Transportation Policy Board members were requested to submit any additional plan amendments to PSRC by Friday, March 4. This date was set to allow staff to compile proposed amendments and forward to the full board for

review in advance of the March 10 meeting. The board will have opportunity at both the March and April meetings to discuss any proposed revisions, with final action to be taken at the April 14 meeting. Formal action on individual amendments or combined categories of actions will be processed via board member motions.

*Please note: should additional time for discussion be deemed necessary after the March 10 meeting, the board is asked to hold the date of March 31 for a potential additional meeting.*

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

# VISION 2050 AWARDS



Puget Sound Regional Council

## Call for Nominations 2022

The Puget Sound Regional Council is seeking nominations for the VISION 2050 Awards Program through April 1, 2022.

The VISION 2050 Awards celebrate progress to enhance the region's communities and natural environment while advancing equity and opportunity for all. The awards recognize innovative work by jurisdictions, Tribes, nonprofit organizations, businesses, and other groups in the region to create a better future for central Puget Sound.

We welcome nominations in the following categories:

### On the Ground

Projects that show VISION 2050 in action today, including housing, mixed-use development or redevelopment, expanding access to opportunity, open space preservation, and transportation investments.

### Planning Ahead

Comprehensive or subarea plans, economic development plans, climate action plans, equity initiatives, design guidelines, outreach programs, and other similar efforts that are shaping a positive future for the region.

### Working Together

Cross-jurisdictional or public/private partnerships focused on solutions or working together to tackle tough problems and advance VISION 2050. Examples include multijurisdictional work on housing affordability, environmental and climate initiatives, corridor transportation planning, or other similar efforts to face long-term regional challenges.



### The region's vision for 2050

is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. More information about the goals and themes of VISION 2050 can be found at <https://www.psrc.org/vision>



## Eligibility

Nominations must be for projects, programs, plans and partnerships in the four-county region (King, Kitsap, Pierce and Snohomish counties) that are developed in the public or private sectors, or through public/private partnerships. Any individual, business, agency, Tribe, organization or jurisdiction may submit a nomination.

## Submit a Nomination!

Nominations must be submitted online through the [VISION 2050 Awards Nomination Form](#)

Learn more at: [psrc.org/vision-2050-awards](https://psrc.org/vision-2050-awards)

Scan the code for  
the nomination form



## Schedule

- **Feb 16, 2022** – Call for Nominations announced
- **April 1, 2022** – Nominations due
- **April-May 2022** – Awards Selection Committee composed of PSRC board members will select the award winners
- **June-August 2022** – Awards presented on location around the region



# SAVE THE DATE

Puget Sound Regional Council  
2022 Annual General Assembly



**May 26, 2022 | 10:00 AM – 1:00 PM**

**Location and/or remote participation TBD**

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

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

Registration will open in **early April**.

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



Puget Sound Regional Council