

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

Dear Josh,

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

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

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

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

Sincerely,

Jennifer Robertson

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

March 4, 2022

Sent via electronic mail

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

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

Dear Chair Ralph:

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

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

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

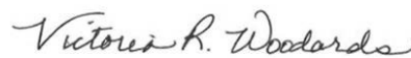
Sincerely,



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



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



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



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



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

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

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

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

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

Regional Transportation Plan - Wicks Amendment Request

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

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



City of Tacoma

Council Member Kristina Walker
At-Large Position 8

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

March 3, 2022

Dear Ms. McGourty,

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

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

Additions to the Regional Capacity Project List

- **Portland Avenue [ID 3133]: I-5 to 72nd St E (3.3 miles)**

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

- **Orchard St/Lakewood Dr [ID 2967]: S 56th St to S 74th St (1.1 miles)**
The City entered into an Interlocal Agreement in January 2022 with the cities of University Place and Lakewood to complete 30% design of improvements to S Orchard Street/Lakewood Drive. Safe pedestrian and bicycle access on Orchard Street is a priority for the City's Commission on Disabilities and Bicycle Pedestrian Technical Advisory Group. As we start design, this corridor needs to be on the Regional Capacity Project list in order to keep options open to improve safety and access, which may require repurposing vehicular lanes.
- **S 74th/72nd St [ID 3190]: S Cedar St to Waller Rd (4.1 miles)**
The City's Vision Zero Crash Analysis has identified S 72nd St as one of the City's highest risk corridors and it is identified as a bicycle route in the City's TMP. This corridor connects the Water Flume Line Trail to the Pipeline Trail, links to Pierce Transit's first Bus Rapid Transit route on Pacific Avenue, and extends Pierce County's 72nd St E road diet project, which added bike lanes. The City intends to allocate and pursue funding for implementation of Vision Zero prior PSRC's 2024 opportunity to be added to the Regional Capacity Project list, and this corridor is emerging as one of the top priorities. Improving safety for all road users and implementing the City's TMP along this corridor will likely require changes to vehicle lane(s).

Modification to the Regional Capacity Project List

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

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

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

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

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

Sincerely,



Kristina Walker

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

Dear Kelly-

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

Feel free to reach out to me with any questions.

Thank you and best regards,

Blake Trask

Communications Director & Transportation Lead

Office of King County Council Chair

Claudia Balducci

Office: 206.477.3778 | Cell: 206.496.7519

blake.trask@kingcounty.gov

www.kingcounty.gov/balducci

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WORK PLAN amendment language
Regional Transportation Plan 2022-2050
March 4, 2022

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

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

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

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

How do we make this happen?

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

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

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

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

Chapter 4 – Big Ideas and Implementation

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

Work Plan

Planning for the next Regional Transportation Plan

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

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

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

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

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

Work Plan Action 1: Develop Climate Implementation Strategy

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

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

Councilmember Balducci Amendment

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

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

Work Plan Action 2: Develop Regional Safety Plan

The Regional Transportation Plan aligns with the goal of Washington state’s Strategic Highway Safety Plan, *Target Zero*, of zero deaths and zero serious injuries on Washington’s roadways by 2030 through safety in the design, planning and funding of projects. To ensure that project selection helps the region achieve this goal, while using a Safe System Approach, PSRC will seek funding from the US Department of Transportation’s Federal Highway Administration¹ to develop a regional safety plan to achieve the vision of zero deaths and serious injuries by 2030.

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

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

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

¹ US Department of Transportation, Federal Highway Administration, Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities (https://safety.fhwa.dot.gov/tsp/fhwas18024/MPOLocalSafetyPlanGuide_508compliant.pdf)

Councilmember Balducci Amendment

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

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

Chapter 4: Big Ideas and Implementation

Work Plan

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

WORK PLAN amendment language
Regional Transportation Plan 2022-2050
March 4, 2022

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

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

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

Chapter 4 – Big Ideas and Implementation

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

Work Plan

Planning for the next Regional Transportation Plan

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

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

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

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

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

Work Plan Action 1: Develop Climate Implementation Strategy

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

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

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

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

Work Plan Action 2: Develop Regional Safety Plan

The Regional Transportation Plan aligns with the goal of Washington state's Strategic Highway Safety Plan, Target Zero, of zero deaths and zero serious injuries on Washington's roadways by 2030 through safety in the design, planning and funding of projects. To ensure that project selection helps the region achieve this goal, while using a Safe System Approach, PSRC will seek funding from the US Department of Transportation's Federal Highway Administration¹ to develop a regional safety plan to achieve the vision of zero deaths and serious injuries by 2030.

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

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

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

¹ US Department of Transportation, Federal Highway Administration, Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities (https://safety.fhwa.dot.gov/tsp/fhwas18024/MPOLocalSafetyPlanGuide_508compliant.pdf)

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

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

Chapter 4: Big Ideas and Implementation

Work Plan

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



March 4, 2022

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

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

Dear PSRC Transportation Policy Board,

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

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

Background

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

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

Regional Importance of the Ballard-Interbay Area

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

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

Project Recommendations

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

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

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

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

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

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

Sincerely,

Seattle City Councilmember Dan Strauss

Seattle City Councilmember Andrew Lewis

Washington State Senator Reuven Carlyle

Washington State Representative Liz Berry

King County Councilmember Jeanne Kohl-Welles

Port of Seattle Commissioner Toshiko Hasegawa

2022-2050 Regional Transportation Plan - Potential Amendment Request

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

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