



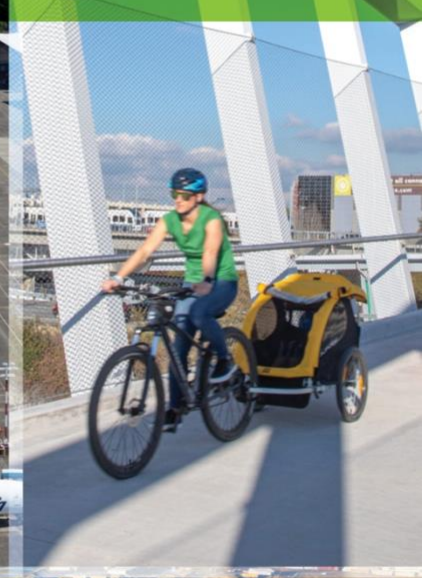
Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN

2022-2050

Appendix E: Public Outreach & Engagement

2022





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Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN

2022–2050

Adopted May 26, 2022



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Introduction

The development of the Regional Transportation Plan is responsive to current and future needs of the regional transportation system. To better understand these needs, the Puget Sound Regional Council (PSRC) worked alongside its membership, community members and other stakeholders to ensure their needs are reflected in the plan. People from all parts of the central Puget Sound region representing many races, ages and income levels have been involved in the development of the plan.

As a planning agency, PSRC makes decisions that shape transportation, land use, and the built environment. In the past, many of these decisions have excluded the voices of people of color, people with lower incomes and other communities who have been left out of the decision-making process. PSRC's continued focus on community engagement explores new ways for the agency to work with community members in developing priorities for its plans. Throughout the development of the Regional Transportation Plan staff and the Transportation Policy Board have explored new ways to engage with community and ensure Black residents and community of color have a role in informing the plan.

This has also taken place during a global COVID-19 pandemic which has impacted the ability to meet in person throughout the planning process. This allowed staff to deploy new techniques for engaging with its members and community members throughout the plan development process. There have been a lot of advantages to these new virtual engagement opportunities which will be discussed further in this document.

This document outlines how staff from PSRC engaged with various stakeholders throughout the plan development process, how decision-makers were informed on what staff were hearing and how voices of the community influenced what is in the plan.

Outreach Goals

Based on larger agency goals and the priorities of the Transportation Policy Board, the following goals were developed to guide outreach and engagement:

Goal 1: Provide multiple ways for a wide range of stakeholders, including the general public, elected officials, local jurisdiction staff, other public agencies, and interest groups, to be involved in the planning process.

Goal 2: Increase engagement and collaboration with a range of diverse communities, including Black residents and communities of color, people with low income, persons with disabilities, persons with limited English proficiency, persons with limited literacy, rural populations, seniors, veterans, and other populations with special transportation needs.

Goal 3: Solicit substantive input on the planning process that can be communicated effectively to policy boards and incorporated into the final plan.

Goal 4: Utilize innovative outreach techniques to engage stakeholders in online formats.

Goal 5: Raise awareness of PSRC to residents across the region.



Engagement and Outreach

PSRC has worked with cities, counties, tribes, other agencies and interest groups, community-based organizations and community members in the development of the Regional Transportation Plan.

Work to begin engagement with the public for the plan began in fall 2020 and activities have continued throughout the process. The timeline below highlights each of the key plan development phases.



Preparatory work on the engagement and data collection process included a review of comments received throughout the [VISION 2050](#) planning process and the direction provided from that work and working with the Transportation Policy Board to determine key priorities for the plan process.

The engagement and outreach activities below have taken place at various points in the timeline. These have been strategic to coincide with moments of policy direction or decision making.

Events and Targeted Engagement

Youth Outreach

Youth throughout the region have unique views on the transportation system and their own priorities for the future of transportation out to 2050. To learn more about these priorities and engage with youth, PSRC reached out to and met with middle and high school aged students. From March to June 2021, staff joined five youth committees and community groups to meet with close to 70 students. We are continuing to hear from the diverse perspectives of youth throughout the region on their current travel patterns, barriers to transportation and what they think transportation will look like in 2050.

Figure 1 – Youth Workshop Priority Destinations

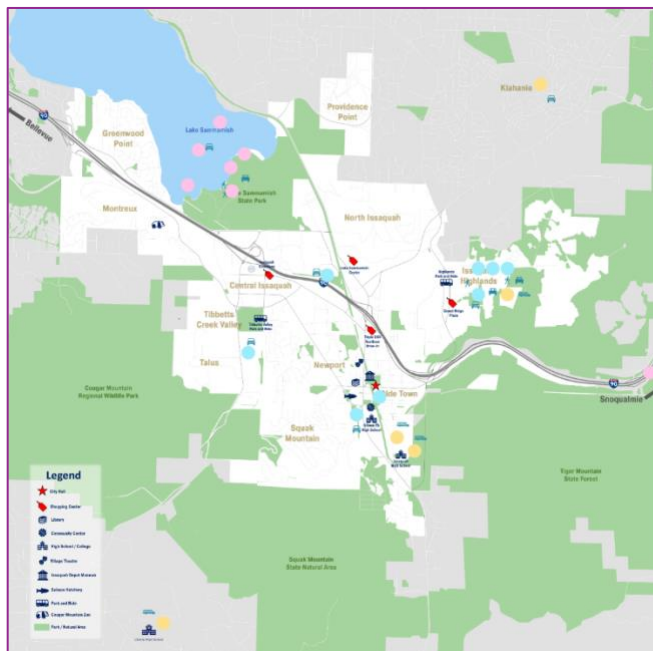


Figure 2 – Youth Outreach Organizations and Locations

| Community-Based Organizations (CBOs) | Meeting Date | Number of Youth Participants | County(ies) |
|--------------------------------------|--------------|------------------------------|-------------|
| Issaquah Youth Advisory Board | 3/17/2021 | 30 | King |
| Edmonds Youth Commission | 3/24/2021 | 7 | King |
| Arlington Youth Committee | 4/8/2021 | 5 | Snohomish |
| YESS Pierce County | 4/24/2021 | 13 | Pierce |
| Partnering for Youth Achievement | 6/10/2021 | 14 | Kitsap |

Activities included a brief presentation on transportation planning in the central Puget Sound region, two interactive exercises, and group discussion. Youth were divided up into breakout rooms led by PSRC staff where they were asked to:

1. Place symbols on a digital map of their city or county to represent destinations they frequently travel to, the modes they use to get there, and destinations they currently have trouble accessing.
2. Draw or create a digital collage to reflect what transportation will look like in the year 2050. Local elected officials also participated in some of the discussions and provided insight to the kinds of transportation changes happening in their cities.

Figure 3 – Youth Transportation Visions



Future of Transportation Survey and Interviews

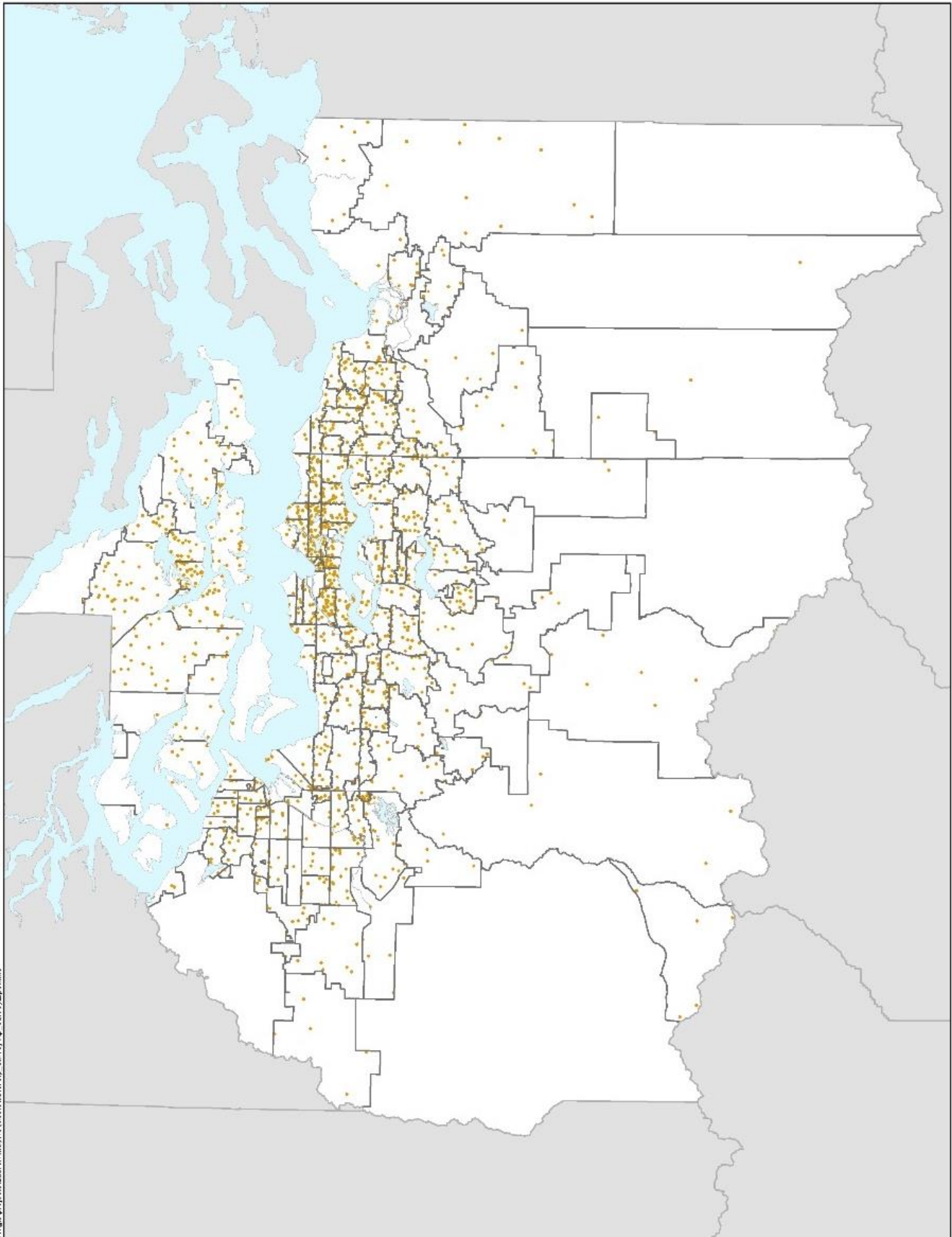
To learn more from a wide range of residents PSRC conducted two similar surveys for the Regional Transportation Plan. These surveys covered existing needs of transportation infrastructure, motivators or barriers to the use of public transportation, priorities for the future regional transportation system, and the impact of COVID-19 on travel work and behavior. Follow up interviews were conducted to explore feedback shared in the survey and hear more from individuals about their personal experience of the transportation system.

Representative Survey

With the support of a consultant, a [representative survey](#) was fielded between March and April 2021 through randomized mailings, outreach through community based organizations and flyers posted in grocery stores. The purpose of the survey was to explore attitudes about and use of the existing transportation system, understand transportation desires, needs and priorities of the general public, and provide regional decision makers with input from a broad cross-section of the public.



Figure 4 – Distribution of Survey Respondents



Over 1,900 individual responses were collected in English, Spanish, simplified Chinese, traditional Chinese and Vietnamese. To increase representation by groups who are historically underrepresented, priority was given to individuals aged 18-34, people with a disability or has someone in their household with a disability, and/or people with household incomes less than \$50,000. Respondents were incentivized with an opportunity to win one of five \$100 gift cards.

An extensive outreach plan was developed to reach people with low incomes, people who are Black, Indigenous or people of color and people who use simplified Chinese, traditional Chinese, Spanish and Vietnamese. To do this, community-based organizations were contacted wo reach out to the communities they serve through email and social media. Additionally, flyers in Vietnamese and simplified Chinese were posted in Asian grocery stores around the region. There were 242 survey respondents from this additional outreach, 83% of whom completed the survey in a language other than English.

As seen in Figure 3, several priorities of the future transportation system were identified in the survey, including:

- Reliable, well-maintained roads and highways
- Reliable, well-connected transit service for local neighborhoods
- Expanded transit to major destinations
- High speed rail connecting to places outside the region

Also illustrated in Figure 3, priorities differed between counties, with King County interested in high speed rail, and Kitsap, Pierce, and Snohomish counties prioritizing maintenance and preservation of roadways more highly.

Figure 5 – Top Priorities of Survey Respondents

| King | Pierce | Snohomish | Kitsap |
|---|---|--|---|
| <ol style="list-style-type: none"> 1. High speed rail connecting to places in and outside the region (57%). 2. Reliable, well-maintained roads and highways (55%). 3. Reliable, well-connected transit service for local neighborhoods (54%). 4. Expanded, faster transit service between major destinations across the region (48%). | <ol style="list-style-type: none"> 1. Reliable, well-maintained roads and highways (72%). 2. High speed rail connecting to places in and outside the region (42%). 3. Reliable, well-connected transit service for local neighborhoods (41%). 4. Expanded, faster transit service between major destinations across the region (41%). | <ol style="list-style-type: none"> 1. Reliable, well-maintained roads and highways (61%). 2. High speed rail connecting to places in and outside the region (54%). 3. Reliable, well-connected transit service for local neighborhoods (46%). | <ol style="list-style-type: none"> 1. Reliable, well-maintained roads and highways (50%). 2. More direct, faster ferry options (43%). 3. Reliable, well-connected transit service for local neighborhoods (40%). |



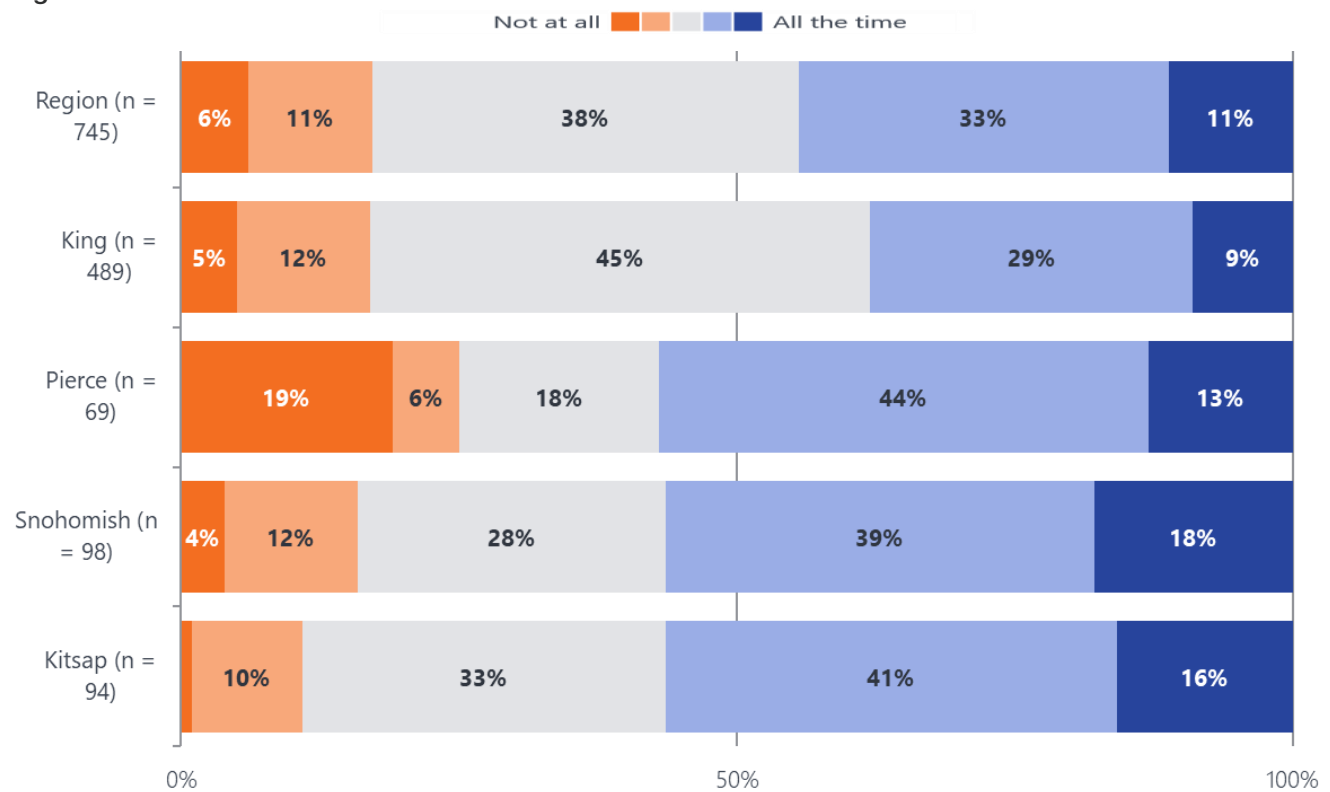
Transit service near where people live was the highest-rated existing infrastructure, with traffic flow and travel times generally rated lowest, with the exception of Kitsap County. See Figure 4.

Figure 6 – Highest Rated Infrastructure Near Home

| | King | Pierce | Snohomish | Kitsap |
|----------------------|---|---|--|--|
| Highest rated | <ol style="list-style-type: none"> 1. Transit service 2. Infrastructure for people with disabilities 3. Access to airport | | | <ol style="list-style-type: none"> 1. Transit service 2. Conditions of roads, highways, and bridges 3. Traffic flow/travel time |
| Lowest rated | <ol style="list-style-type: none"> 1. Traffic flow/travel time 2. Conditions of roads, highways, and bridges 3. Lighting for sidewalks and roads | <ol style="list-style-type: none"> 1. Traffic flow/travel time 2. Bike lanes 3. Lighting for sidewalks and roads | <ol style="list-style-type: none"> 1. Traffic flow/travel time 2. Sidewalks 3. Lighting for sidewalks and roads | <ol style="list-style-type: none"> 1. Sidewalks 2. Lighting for sidewalks and roads 3. Bike lanes |

When respondents were asked if after the COVID-19 pandemic they would work from home, 80% said they would do so at least occasionally. Again, differences were seen between the counties, with 57% in Kitsap, Snohomish, and Pierce counties indicating they would do so most or all of the time, compared to only 38% of King County respondents. This is possibly attributable to the distance of many workers to job centers in King County. See Figure 5.

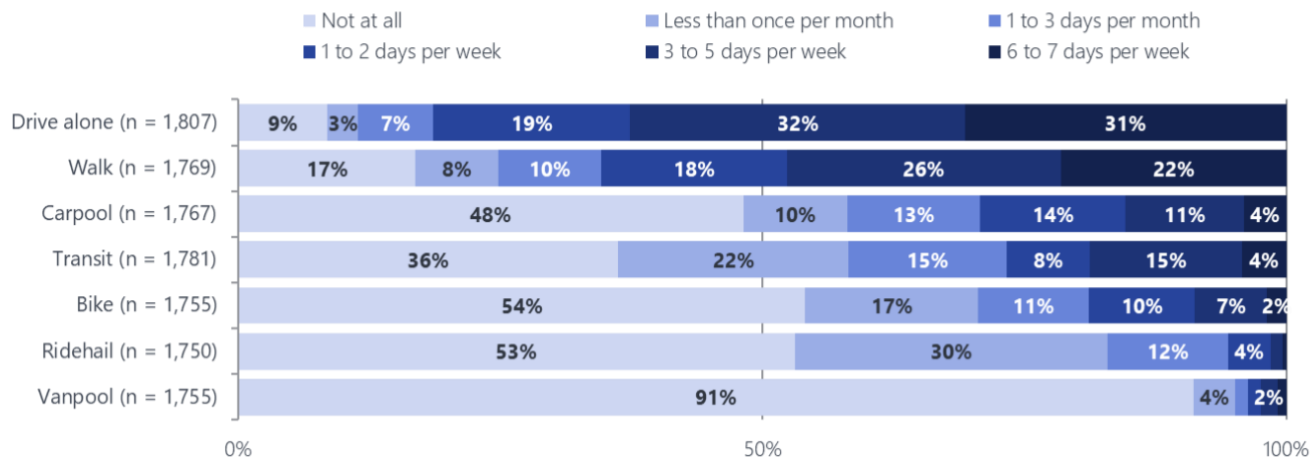
Figure 7 – Work from Home After COVID-19 Pandemic



Survey respondents were also asked how they expect to get around after the pandemic. Across the region, many respondents plan to drive alone (63%) or walk (48%) at least three days a week. See Figure 6.



Figure 8 – Frequency of Travel Mode Choices After COVID-19 Pandemic



Easier access (32-47%) and shorter trip times (29-46%) were the most likely factors that would motivate participants to use public transit across the region. In King County, shorter trip times were prioritized (46%), while easier access was the highest priority in Pierce and Snohomish counties (32% and 47% respectively). Extended service (39%) was the highest priority in Kitsap County. See Figure 7.

Figure 9 – Motivators to Use Public Transit

| King | Pierce | Snohomish | Kitsap |
|--|---|---|--|
| <ol style="list-style-type: none"> Shorter trip time (46%). Easier to access (46%). On-time arrivals and departure (30%). | <ol style="list-style-type: none"> Easier to access (32%). Shorter trip time (29%). | <ol style="list-style-type: none"> Easier to access (47%). Shorter trip time (37%). | <ol style="list-style-type: none"> Extended service (39%). Easier to access (35%). Shorter trip time (30%). |

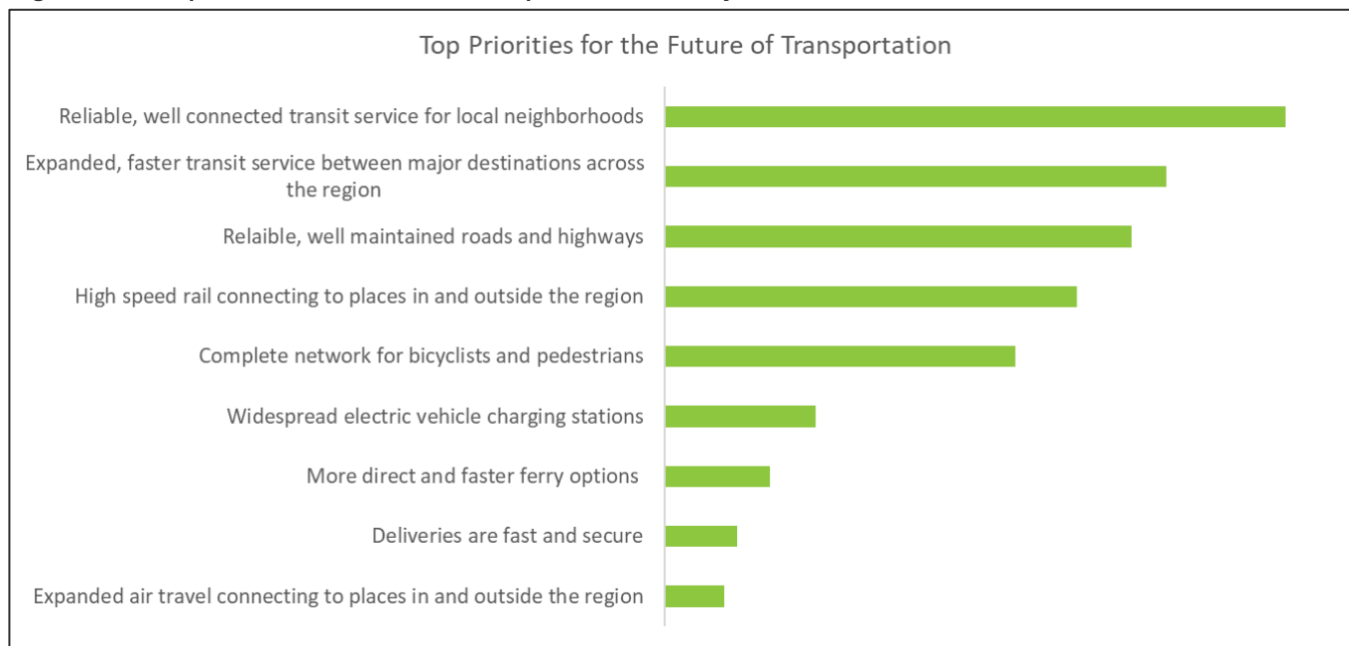
Online Survey

To hear from more residents, PSRC followed up the representative survey that ran from April through September 2021 and was available in Simplified Chinese, Traditional Chinese, Somali, Spanish and Vietnamese. Close to 1,400 people filled out the online survey on PSRC’s engagement website. Priorities, summarized in Figure 8, were similar to those revealed in the Representative Survey.

In addition to the questions available in the representative survey, additional questions were added to learn more about people with special transportation need’s experiences with using traditional transit services and specialized transportation services.



Figure 10 – Top Priorities in Online Transportation Survey



Source: PSRC Online Future of Transportation Survey, 2021

Interviews

To validate and build upon information in the survey, 22 interviews were conducted with individuals in four languages: English, Mandarin, Spanish, and Vietnamese. Individuals who participated in the interviews were compensated \$125 for their time and expertise in sharing more about their personal experience.

“I have a disability and cannot move around very easily. Because of the current road construction detouring my bus routes, I need to walk a long way to get to the bus stop. Since there are hills around where I live, it becomes very inconvenient to take the bus. - Mandarin interview group

Topics covered in the interviews include deeper dives on survey respondents’ work commutes during the pandemic, motivators to using public transportation, transportation system priorities and transportation infrastructure ratings.

Coordinated Mobility Plan

The Coordinated Mobility Plan is a component of the Regional Transportation Plan that addresses the mobility needs of populations experiencing challenges due to their age, income, or abilities. For the plan development, between 2020 and 2021, PSRC conducted Coordinated Mobility Plan outreach to communities and mobility coalitions in King, Kitsap, Pierce, and Snohomish counties. The primary purpose of the outreach was twofold: 1) to identify transportation challenges of population groups covered in the plan, including youth, older adults, people with disabilities, people with low incomes and others, and 2) to jointly develop strategies to address the needs.



Figure 11 – Coordinated Mobility Plan Outreach Summary

| Outreach Phase | Community-Based Organizations (CBOs) | Meeting Date | Number of Participants | County(ies) |
|----------------|---|--------------|------------------------|-------------------------|
| Phase 1 | Bellevue Network on Aging | 9/3/2020 | 20 | King |
| | El Centro de la Raza | 4/1/2021 | 33 | King |
| | King County Disability Consortium | 4/16/2021 | 22 | King |
| | Kitsap County Council for Human Rights | 4/20/2021 | 13 | Kitsap |
| | Kitsap County Parent Coalition | 4/22/2021 | 12 | Kitsap |
| | National Association for the Advancement of Colored People, Snohomish Chapter | 4/27/2021 | 32 | Snohomish |
| | Sound Transit Citizens Accessibility Advisory Committee | 5/4/2021 | 20 | King, Pierce, Snohomish |
| | North Pierce County Community Coalition | 5/4/2021 | 12 | Pierce |
| | Kitsap Aging Advisory Council | 5/19/2021 | 10 | Kitsap |
| | City of Seattle Disability Commission | 5/20/2021 | 15 | King |
| | Housing Hope All Services Staff Meeting | 6/14/2021 | 36 | Snohomish |
| | Disability Rights Washington, Transit Riders Union, and Other MASS Members | 6/15/2021 | 7 | King |
| Phase 2 | Kitsap County Commission on Children and Youth | 9/2/2021 | 12 | Kitsap |
| | Kitsap County Developmental Disabilities Advisory Board | 9/7/2021 | 11 | Kitsap |
| | Kitsap Aging Advisory Council | 9/15/2021 | 9 | Kitsap |
| | Kitsap ERACE Coalition | 9/17/2021 | 14 | Kitsap |
| | Kitsap County Accessible Communities Advisory Committee | 9/27/2021 | 5 | Kitsap |
| | People First of Snohomish County | 9/28/2021 | 14 | Snohomish |
| | Tacoma Area Commission on Disabilities | 10/8/2021 | 16 | Pierce |
| | City of Bremerton Race Equity Advisory Committee | 10/14/2021 | 14 | Kitsap |
| | Sound Transit Citizens Accessibility Advisory Committee | 11/2/2021 | 10 | King, Pierce, Snohomish |

More information on the outreach conducted as part of the Coordinated Mobility Plan can be found in RTP Appendix B.

Ongoing Activities

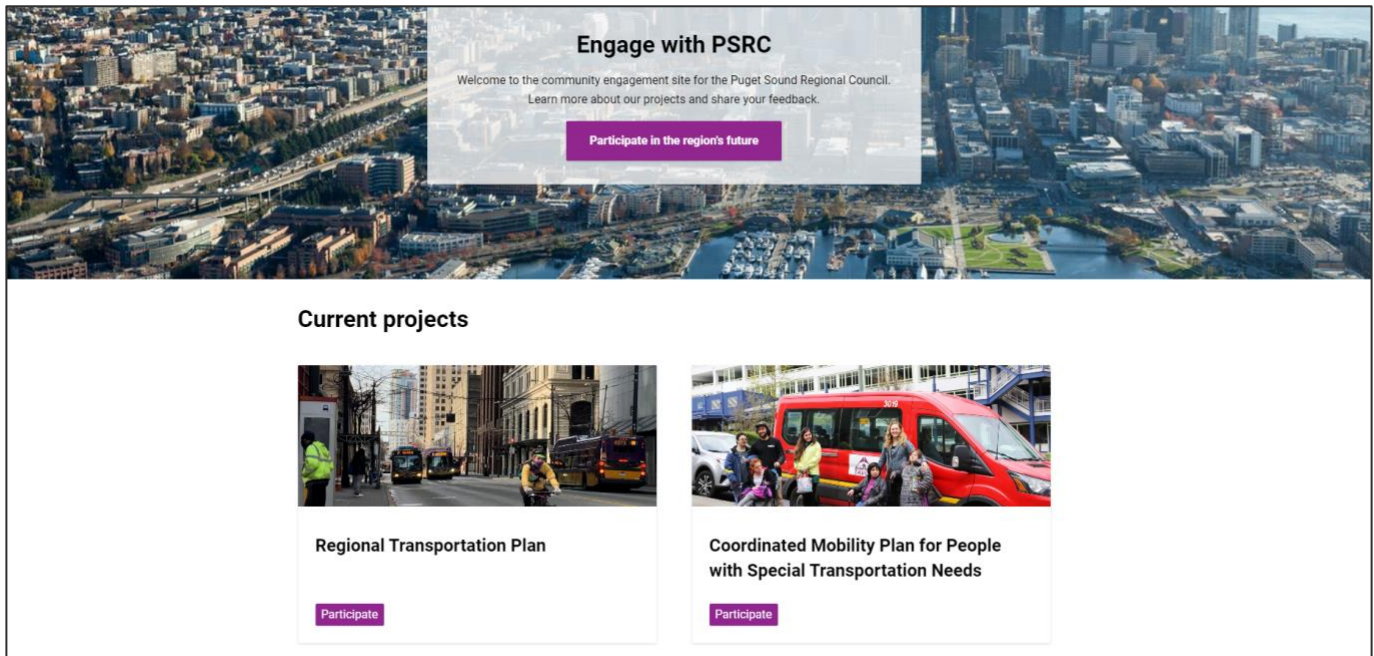
In addition to the activities developed specifically for the Regional Transportation Plan, PSRC employs a range of tools and techniques which are standard procedure for regional outreach and are



consistent with the [PSRC Public Participation Plan](#).

PSRC Website and Engagement Platform

PSRC maintains a website about its programs and activities, including a meeting calendar and electronic copies of agendas, public comment periods, comments received, data products, publications, and other relevant information. The website offers web streaming of meetings and often other interactive features like comment forms, surveys, presentations, or searchable maps.



The [online engagement platform](#) uses a variety of tools to provide information on PSRC work and to solicit feedback. For the Regional Transportation Plan this included hosting the online survey and an opportunity for people to tell their personal stories on using the transportation system.

Social media

PSRC maintains a blog and social media accounts to provide up-to-date information to members and the public. Throughout the development of the Regional Transportation Plan the blog has been used to provide timely information on what is happening with the plan update and feedback heard so far during the various engagement activities.

In an effort to reach more people, PSRC has deployed social media advertisements to raise awareness on the plan, share information and drive traffic the online engagement website and the survey.

- Blog: <https://www.psrc.org/whats-happening>
- Facebook: <https://www.facebook.com/PugetSoundRegionalCouncil>
- Twitter: <https://twitter.com/SoundRegion>
- Instagram: <https://www.instagram.com/soundregion/>
- LinkedIn: <https://www.linkedin.com/company/soundregion/>



Presentations and Meetings

PSRC provides regular briefings and presentation to boards and standing committees throughout the planning process. In addition to consulting with the agency’s organizational and advisory committee structure, PSRC staff regularly attends other regional policy and advisory group meetings. PSRC staff give regular briefings to the subarea transportation planning forums in the region. These forums are composed of elected officials and staff who address transportation planning issues in their subareas. Each of these forums may also have technical and policy subcommittees or advisory groups that inform their work. The table below provides additional information on presentations provided by PSRC staff to these groups. Attachment A summarizes over 180 meetings and presentations conducted through the release of the draft RTP. This summary will be updated after final plan adoption.

In addition, the Transportation Policy Board held four special work sessions on key policy topics throughout the plan development process. These topics included safety, access to transit, equity, and emerging transportation planning issues.

TOOLBOX Peer Networking

The [TOOLBOX Peer Networking Series](#) is a series focused on best practices and resources for local planning and implementation. Each work session will provide information, resources, and tools and include a panel presentation and breakout discussions.



There were four sessions focused on the development of the Regional Transportation Plan.

| Peer Networking Session | Date |
|--|-------------|
| Access to Transit | 2/20/2020 |
| Safety and Transportation | 7/24/2020 |
| Transit Planning after COVID-19 | 2/26/2021 |
| Advancing Equity in Regional Transportation Planning | 4/30/2021 |

Information derived from these Peer Networking Sessions was incorporated into Transportation Policy Board meetings and discussions.

Tribal Outreach

The federal government currently recognizes nine Tribal nations in the central Puget Sound region:

- Muckleshoot Indian Tribe*
- Nisqually Indian Tribe
- Port Gamble S’Klallam Tribe
- Puyallup Tribe of Indians*
- Sauk-Suiattle Indian Tribe
- Snoqualmie Indian Tribe*
- Stillaguamish Tribe of Indians
- Suquamish Tribe*
- Tulalip Tribes*

* Formal members or associate members of the Puget Sound Regional Council.

Emails and letters inviting the region’s nine Tribes to participate in the RTP planning process were sent on February 22, 2021, and again on January 13, 2022, notifying them of the release of the RTP for comment. Tribes that are members or associate members of PSRC have seats on the Transportation Policy Board and Executive Board and received information about the development of the RTP throughout plan development. PSRC received written comment from the Nisqually Tribe and the Suquamish Tribe. In response, narrative was added to the final RTP introduction, water quality, and public engagement sections noting outreach to tribes, tribal treaty rights in the region’s waterways, and ongoing engagement efforts with the region’s tribes and tribal governments.

Draft Plan Public Comment Period

The public comment period for the draft Regional Transportation Plan was conducted between January 13 and February 28, 2022. To solicit comments, an online open house was developed to share information about the plan. This included 12 short videos explaining various components of the plan, as well as tools and background information to solicit comments in a variety of formats, including through an online comment portal, email, and mail.



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 comment letters and communications were posted on PSRC's website.

At the meeting on March 10, 2022, staff provided a detailed briefing on the public comments received. This included a categorization into 554 separate comments across specific plan topics as well as by three comment types: general plan comments, technical corrections, or comment for board review. Staff provided responses to every comment in a complete report that was provided to board members, commenters, and posted the PSRC website. Formal actions on individual amendments or combined categories of actions identified in the comment period were taken by the Transportation Policy Board at their March and April 2022 meetings See Comment Report, Attachment B.

Additional Engagement Activities

PSRC engaged in more opportunities with members of the public to share information as the plan was released for public comment and finalized.

Community Focus Groups and Business Organizations Interviews

Community Focus Groups

In collaboration with a consultant, PSRC conducted five virtual focus groups to gain insights on the future of regional transportation, infrastructure priorities and concerns, perceptions of local transportation conditions, and current barriers to transportation access.

The engagement effort focused on hard to reach and underrepresented groups, including BIPOC populations, younger adults, and adults with disabilities. Focus groups covered the four-county area (King, Kitsap, Pierce, and Snohomish counties), with efforts to ensure a mix of representation from rural, suburban, and urban residents. To reach our priority participants consultants:

- Implemented an email campaign strategy to reach past PSRC focus group participants as well as community organizations that serve our priority groups.
- Created flyers with focus group session information and distributed them in community hubs throughout the four-county area.
- Posted social media content with session information on Instagram and LinkedIn.

The focus groups built upon insights received from transportation surveys and interviews conducted by PSRC in 2021. Focus group participants reflected on key barriers to access, equity, safety, and mobility, and made recommendations about how to address gaps in the transportation system to achieve the above stated goals. Recommendations and observations focused on:

- **Reducing commute times.** For many participants, coordinating multi-mode trips across multiple counties on public transit can be difficult to navigate and coordinate, and can add hours to a commute. Participants cited this as a primary reason for driving a single-occupancy vehicle rather than taking transit. They say that better route and timing coordination across jurisdictions, more accessible infrastructure, and extended service hours would help them commute long distances.



- **Reducing the reliance on single-occupancy vehicles.** Generally, focus group participants said they would prefer not to drive in Puget Sound because it can be frustrating, unpredictable, expensive, and time-consuming. However, they still drive because of the unpredictability of public transit options, and because hyper-local pedestrian and bicycle infrastructure is incomplete or unsafe to use for travel to transit.
- **Connecting pedestrian pathways.** Generally, participants agreed on the importance of pedestrian infrastructure, including maintenance and connections within and across neighborhoods, lighting, signage, seating, and separation between different modes of traffic. They noted that sidewalks often have cracks, roots breaking through the concrete, slippery leaf coverage, missing curb ramps, and gaps in connectivity. If the region developed and maintained a network of trails and sidewalks, participants say they would walk more to local destinations and transit.
- **Creating safety.** A fifth of registrants (18%) said they don't feel safe getting to and from transit options in their community, and 16% said they don't feel safe while using transit options. Primary safety concerns included lack of lighting, missing infrastructure, limited signage, lack of options when things go wrong, lack of human assistance or emergency response, and COVID-19.
- **Providing supportive human infrastructure.** In every session, participants noted the need for personalized support to help them plan their trips or adapt mid-journey when something goes wrong (31 comments), or to help them respond to an emergency or access need.

These findings were consistent with the results of the regional survey, and with PSRC board priorities. The full ["Connecting the Dots for Regional Transportation" report contains more detailed discussions of these findings and quotes from participants.](#)

Interviews with Business and Labor Groups

The region's [Economic Development District Board](#) adopted the new [Regional Economic Strategy](#) in December 2021. During its development, PSRC conducted a series of interviews with regional employers, industry groups, chambers of commerce, ports, and others to determine priorities for supporting and growing the region's economy. Through these discussions, stakeholders identified important transportation issues such as ensuring the reliable and efficient movement of goods throughout the region to support regional supply chains and exports. To meet these needs, regional gateways, such as deep-water ports and airports, need to have the capacity to accommodate projected demand for cargo and passengers. In addition, new technologies such as electrification can help transform the region's transportation system to meet regional environmental goals.

PSRC conducted additional targeted interviews with business organizations and employers to dig deeper on the needs of commercial users of the transportation system in winter 2022. Strong support was demonstrated for the preservation of aging infrastructure and ensuring that it is maintained in a state of good repair. Reliable, well-maintained transportation infrastructure is seen as a quality-of-life issue to attract and retain employees, who want certainty in understanding what their transportation options will be. In addition, a plan for addressing the needs of I-5 was identified as a priority, along with finishing the big projects already begun, particularly in key economic corridors.

The region's commitment to an extensive regional transit system is viewed positively by these



stakeholders, but they also recognize that not every job can be served by transit. Construction trades and many contract workers have need to travel to different parts of the region and/or to different job sites. Many second shift or overnight workers do not have good transit options in these off-peak periods.

Also noted was how quickly transportation systems and technology are changing, with electric vehicles gaining wider acceptance as costs come down and they become more widely available. Businesses and employers will need to be nimble to adopt new technologies which can also be cost effective for both their operations and employees.

Feedback from military stakeholders contained similar themes, with support for a robust transit system and preservation of the system identified as high priorities. In addition, the complexity of military-owned infrastructure and the relationship to other public infrastructure was indicated. For example, the Strategic Highway System was noted as being critical for broader national security interests. Specific to Joint Base Lewis-McChord, congestion on I-5 and the impacts to travel both to and from the base was identified as a concern. Improvements to access control points into the base were indicated as critical projects that the RTP could help to elevate in importance.

Meeting PSRC, State and Federal Requirements

The [PSRC Public Participation Plan for the Puget Sound Regional Council](#) specifically outlines the public review process the agency must conduct to prepare the Metropolitan (Regional) Transportation Plan pursuant to state and federal laws including the FAST ACT, the Revised Code of Washington (RCW), and the State Environmental Policy Act (SEPA).

Federal and State Compliance

The outreach effort complied with established federal and state requirements:

- Fixing America’s Surface Transportation Act (FAST Act), Public Law as passed by Congress and signed by President Obama on December 4, 2015
- Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency
- Title VI and Executive Order 12898 addressing environmental justice populations
- The 2004 United States Department of Transportation (USDOT) Order to Address Environmental Justice in Minority Populations and Low-Income Populations
- The 1998 Federal Highway Administration (FHWA) Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- The 1999 FHWA and Federal Transit Authority (FTA) Memorandum Implementing Title VI Requirements in Metropolitan Planning
- Americans With Disabilities Act (ADA) – Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le at 206-464-6175, with two weeks advance notice. Persons who are deaf or hard of hearing may contact Thu Le through TTY Relay 711.



- FTA C 4703.1 – Environmental Justice Policy Guidance
- FTA C 9070.1G – Enhanced Mobility of Seniors and Individuals with Disabilities
- State Environmental Policy Act (SEPA), RCW 43.21C
- SAFETEA-LU Section 6001 (2005) addressing resource agencies

Consistency with PSRC’s Public Participation Plan

- Ensure notification and participation of all populations, including people of color, low-income people with disabilities and others who may have special communications needs, such as older adults, people with limited English proficiency or veterans
- Plan review 45-day public comment period

Addressing Resource Agencies and Tribes

Section 1201 of the Fixing America’s Surface Transportation Act (FAST Act) addresses resource agencies and tribes with the following fundamental principles:

- Planning process shall be continuing, cooperative and comprehensive
- Develop plan in consultation with federal, state, tribal, and local agencies in charge of:
 - Land use management
 - Natural resources
 - Environmental protection
 - Conservation
 - Historic preservation
- Review and compare the evolving transportation plan with:
 - State and tribal conservation plans and maps
 - Inventories of natural and historical resources
- Discuss potential mitigation activities in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies
- Include Equity as one of the criteria for evaluating plan alternatives

Environmental Justice Requirements

On January 27, 2021, President Biden issued Executive Order 14008, reinforcing the critical importance of achieving environmental justice by addressing the disproportionately high and adverse human health, environmental, climate-related and other cumulative impacts of climate change on disadvantaged communities.

FTA/FHWA joint planning regulations for public engagement require seeing out and considering the needs of those historically underserved by existing transportation systems, such as low-income, minority households, who may face challenges accessing employment and other services. This includes requirements for where to hold public meetings and the methods of engagement to use:

- Hold public meetings at convenient and accessible locations and times



- Employ visualization techniques to describe plans
- Make public information available in electronically accessible formats

More information about environmental justice analysis can be found in RTP Appendix F, Regional Equity Analysis.

Special Transportation Needs

FTA C 9070.1G – Enhanced Mobility of Seniors and Individuals with Disabilities must include participation by stakeholders identified in the law: seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human service providers; and other members of the public. More information about special transportation needs can be found in the Coordinated Mobility Plan can be found in RTP Appendix B.

State Environmental Policy Act (SEPA)

Environmental analysis for the 2022 Regional Transportation is based on analysis and the 2018 Regional Transportation Plan update and the Final Supplemental Environmental Impact Statement (EIS) developed for VISION 2050, issued in spring 2020.

PSRC uses SEPA to guide its environmental review for key decision-making. SEPA procedures adopted by PSRC require that whenever PSRC issues a determination of non-significance (DNS) under WAC 197-11-340(2) or a determination of significance (DS) under WAC 197-11-360(3) PSRC shall give public notice of the availability of those documents on PSRC’s website, give notice to the entities listed in WAC 197-11-340(2)(b), and give notice to anyone who has specifically requested in writing to be notified about the particular proposal. Those notification steps will also be followed whenever PSRC issues a Draft EIS under WAC 197-11-620, or whenever PSRC proposes to change its adopted SEPA procedures.

Whenever PSRC issues an Addendum to an EIS under WAC 197-11-625, notice of the availability of the Addendum shall be given on PSRC’s website and provided to recipients of the initial Draft EIS or Final EIS being addended. For this update, PSRC intends to issue an Addendum to the VISION 2050 Final SEIS.

The PSRC SEPA notification procedures listed above may be supplemented by issuing a news release to major newspapers and news outlets and other notification techniques, such as sending a postcard, newsletter, publication, or email. When undergoing a SEPA process, PSRC often works with an environmental planning group to gain an understanding of the environmental issues and implication of planning process. In the past this group has consisted of representatives from federal, state, local and tribal environmental and resource agencies.



Attachment A: 2022 RTP Outreach Meetings and Presentations Summary (through 12/2021)

| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|----|--|-----------|---|-------------------------|-------------------|
| 1 | Transportation Policy Board | 1/9/2020 | Preparing for the 2022 Regional Transportation Plan | PSRC Board | 58 |
| 2 | Regional Traffic Operators Committee | 1/16/2020 | 2022 Regional Transportation Plan Overview and Schedule | PSRC Committee | 12 |
| 3 | Regional Project Evaluation Committee | 1/24/2020 | Regional Transportation Plan (Update) | PSRC Committee | 50 |
| 4 | Transportation Policy Board | 2/13/2020 | Regional Transportation Plan Focus Areas | PSRC Board | 64 |
| 5 | TDM Advisory Committee | 2/14/2020 | PSRC Regional Transportation Plan Update | PSRC Committee | 15 |
| 6 | Regional Staff Committee | 2/20/2020 | Regional Transportation Plan Update | PSRC Committee | 40 |
| 7 | Transportation Operators Committee | 2/26/2020 | PSRC Regional Transportation Plan Update | PSRC Committee | 15 |
| 8 | Regional Project Evaluation Committee | 2/28/2020 | Regional Transportation Plan (update) | PSRC Committee | 55 |
| 9 | Community Partners | 2/28/2020 | Regional Transportation Plan | CBO | |
| 10 | Regional Staff Committee | 4/16/2020 | Regional Transportation Plan – 2022 Update | PSRC Committee | 65 |
| 11 | Transportation Operators Committee | 4/22/2020 | PSRC Regional Transportation Plan Update | PSRC Committee | 24 |
| 12 | Regional Traffic Operators Committee | 5/7/2020 | Estimating M&P Expenditures for ITS/Traffic Control for the 2022 RTP | PSRC Committee | 27 |
| 13 | Bicycle and Pedestrian Advisory Committee | 5/12/2020 | 2022 Regional Transportation Plan | PSRC Committee | 51 |
| 14 | Snohomish County Mobility Coalition (SNOTRAC) | 5/18/2020 | Overview of the 2022 Regional Transportation Plan and Coordinated Plan update | Other | |
| 15 | Special Needs Transportation Committee | 5/20/2020 | Regional Transportation Plan Update | PSRC Committee | 26 |
| 16 | Freight Advisory Committee | 6/10/2020 | Overview of the 2022 Regional Transportation Plan and Ongoing Freight Effort | PSRC Committee | 18 |
| 17 | King County Mobility Coalition | 6/16/2020 | Overview of the 2022 Regional Transportation Plan and Coordinated Plan update | Other | |
| 18 | Regional Staff Committee | 6/18/2020 | PSRC Transportation Work Program Update - 2022 Regional Transportation Plan | PSRC Committee | 67 |
| 19 | Snohomish County Committee for Improved Transportation (SCCIT) | 6/23/2020 | Regional Transportation Plan | Community, City/Council | |



| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|----|---|-----------|--|-----------------|-------------------|
| 20 | Transportation Operators Committee | 6/24/2020 | 2022 Regional Transportation Plan Transit Topics and Timeline | PSRC Committee | 27 |
| 21 | Regional Project Evaluation Committee | 6/26/2020 | Regional Transportation Plan (report) | PSRC Committee | 60 |
| 22 | Transportation Policy Board | 7/9/2020 | Regional Transportation Plan Briefing | PSRC Board | 58 |
| 23 | Bicycle and Pedestrian Advisory Committee | 7/14/2020 | 2022 Regional Transportation Plan Update | PSRC Committee | 43 |
| 24 | Regional Project Evaluation Committee | 7/24/2020 | Regional Transportation Plan (update) | PSRC Committee | 49 |
| 25 | TDM Advisory Committee | 8/12/2020 | Regional Transportation Plan Update – DRAFT PSRC Regional TDM Policy Brief | PSRC Committee | 27 |
| 26 | Transportation Operators Committee | 8/26/2020 | PSRC Regional Transportation Plan Update | PSRC Committee | 20 |
| 27 | North King County Mobility Coalition | 8/27/2020 | Overview of the 2022 Regional Transportation Plan and Coordinated Plan update | Other | |
| 28 | Bellevue Network on Aging (BNOA) | 9/3/2020 | Overview of the 2022 Regional Transportation Plan and Coordinated Plan update & Targeted Outreach Activities | Other | 20 |
| 29 | Pierce County Mobility Coalition (PCCTC) | 9/4/2020 | Overview of the 2022 Regional Transportation Plan and Coordinated Plan update | Other | |
| 30 | Bicycle and Pedestrian Advisory Committee | 9/8/2020 | 2022 Regional Transportation Plan Update | PSRC Committee | 43 |
| 31 | South King County Mobility Coalition | 9/10/2020 | Overview of the 2022 Regional Transportation Plan and Coordinated Plan update | Other | |
| 32 | Transportation Policy Board | 9/10/2020 | Regional Transportation Plan - Safety | PSRC Board | 54 |
| 33 | Central Puget Sound Environmental Resource Agency Meeting | 9/15/2020 | Regional Transportation Plan and Climate Change work | Resource agency | |
| 34 | Special Needs Transportation Committee | 9/16/2020 | 2022 Regional Coordinated Plan Update – Trends in Demographic Changes and Transportation Needs | PSRC Committee | 28 |
| 35 | Special Needs Transportation Committee | 9/16/2020 | 2022 Regional Coordinated Plan Update – Inventory of Services | PSRC Committee | 28 |
| 36 | Transportation Policy Board | 10/8/2020 | Regional Transportation Plan: Performance Metrics | PSRC Board | 59 |
| 37 | East King County Mobility Coalition (EERC) | 9/29/2020 | Overview of the 2022 Regional Transportation Plan and Coordinated Plan update | Other | |
| 38 | Snoqualmie Valley Transportation Coalition (SVTC) | 10/9/2020 | Overview of the 2022 Regional Transportation Plan and Coordinated Plan update & Targeted Outreach | Other | 30 |



| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|----|---|------------|--|-------------------------|-------------------|
| | | | Activities | | |
| 39 | Freight Advisory Committee | 10/14/2020 | Freight Needs & Opportunities in the 2022 Regional Transportation Plan | PSRC Committee | 38 |
| 40 | TDM Advisory Committee | 10/14/2020 | Survey Review and Regional Transportation Plan Option | PSRC Committee | 20 |
| 41 | Regional Project Evaluation Committee | 10/23/2020 | Regional Transportation Plan Maintenance and Preservation Estimates | PSRC Committee | 63 |
| 42 | Regional Staff Committee | 11/5/2020 | Regional Transportation Plan Outreach | PSRC Committee | 57 |
| 43 | Bicycle and Pedestrian Advisory Committee | 11/10/2020 | 2022 RTP: Access to Transit | PSRC Committee | 43 |
| 44 | Transportation Policy Board | 11/12/2020 | Regional Transportation Plan Outreach | PSRC Board | 55 |
| 45 | KRCC TransTAC | 11/12/2020 | Presentation on Local Maintenance and Preservation Expenditure - Estimates for the 2022 Regional Transportation Plan | Other | 18 |
| 46 | Special Needs Transportation Committee | 11/18/2020 | Regional Transportation Plan Update—Specialized Transportation Services | PSRC Committee | 29 |
| 47 | KRCC TransPol | 11/19/2020 | PSRC Transportation Work Program Update - 2022 Regional Transportation Plan development | Community, City/Council | 15 |
| 48 | Transportation Operators Committee | 12/2/2020 | 2022 Regional Transportation Plan – Potential Transit Network Revisions and Uncertainty | PSRC Committee | 19 |
| 49 | TDM Advisory Committee | 12/9/2020 | Regional Transportation Plan Update - Data Visualization | PSRC Committee | 25 |
| 50 | Transportation Policy Board | 12/10/2020 | Regional Transportation Plan Data Visualization | PSRC Board | 61 |
| 51 | Regional Traffic Operators Committee | 1/7/2021 | Incorporating ITS into the 2022 Regional Transportation Plan | PSRC Committee | 18 |
| 52 | ICC | 1/8/2021 | ITS & Pavement expenditures surveys for the Regional Transportation Plan | Countywide Staff | |
| 53 | Transportation Policy Board | 1/14/2021 | Regional Transportation Plan Financial Strategy Overview | PSRC Board | 56 |
| 54 | KRCC TransTAC | 1/14/2021 | Regional Transportation Plan Updates | Countywide Staff | 18 |
| 55 | KCPEC | 1/19/2021 | Regional Transportation Plan Updates: Maintenance and Preservation Estimates, Funding Options | Countywide Staff | |
| 56 | Regional Project Evaluation Committee | 1/22/2021 | Upcoming Work - Regional Transportation Plan | PSRC Committee | 60 |
| 57 | Transportation Operators Committee | 1/27/2021 | Regional Transportation Plan – Transit Elements | PSRC Committee | 29 |



| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|----|---|-----------|---|------------------|-------------------|
| 58 | Freight Advisory Committee | 2/10/2021 | Key Messages and Recommendations on Freight in the 2022 Regional Transportation Plan | PSRC Committee | 22 |
| 59 | TDM Advisory Committee | 2/10/2021 | RTP Data Visualization Tool and TDM Data Brainstorming | PSRC Committee | 16 |
| 60 | TDM Advisory Committee | 2/10/2021 | Progress and Next Steps for Integrating TDM into 2022 Regional Transportation Plan | PSRC Committee | 16 |
| 61 | Transportation Policy Board | 2/11/2021 | Regional Transportation Plan Financial Strategy | PSRC Board | 51 |
| 62 | Special Needs Transportation Committee | 2/17/2021 | Regional Coordinated Plan Update and State of Specialized Transportation | PSRC Committee | 25 |
| 63 | Regional Staff Committee | 2/18/2021 | Regional Transportation Plan: 2021 Schedule | PSRC Committee | 43 |
| 64 | Transportation Operators Committee | 2/24/2021 | Regional Transportation Plan – Access to Transit | PSRC Committee | 24 |
| 65 | Transportation Operators Committee | 2/24/2021 | Regional Transportation Plan – Financial Strategy | PSRC Committee | 24 |
| 66 | Executive Board | 2/25/2021 | Regional Transportation Plan Update | PSRC Board | 43 |
| 67 | Regional Project Evaluation Committee | 2/26/2021 | Regional Transportation Plan Reminders | PSRC Committee | 61 |
| 68 | Regional Traffic Operators Committee | 3/4/2021 | Incorporating ITS into the 2022 Regional Transportation Plan | PSRC Committee | 15 |
| 69 | Bicycle and Pedestrian Advisory Committee | 3/9/2021 | 2022 RTP: Active Transportation Key Messages | PSRC Committee | 23 |
| 70 | Transportation Policy Board | 3/11/2021 | Regional Transportation Plan Breakout Session - Access to Transit | PSRC Board | 54 |
| 71 | KRCC TransTAC | 3/11/2021 | Regional Transportation Plan updates | Countywide Staff | 14 |
| 72 | Issaquah Youth Advisory Board | 3/17/2021 | Information on PSRC and RTP; engagement on current travel/barriers and future of transportation | City Committee | 30 |
| 73 | Special Needs Transportation Committee | 3/17/2021 | Coordinated Mobility Plan— Addressing Equity and Inclusion in the Plan | PSRC Committee | 23 |
| 74 | Special Needs Transportation Committee | 3/17/2021 | Coordinated Mobility Plan—Common Origins and Destinations | PSRC Committee | 23 |
| 75 | Regional Staff Committee | 3/18/2021 | Regional Transportation Plan | PSRC Committee | 64 |
| 76 | Regional Project Evaluation Committee | 3/26/2021 | Regional Transportation Plan Updates | PSRC Committee | 57 |
| 77 | Edmonds Youth Commission | 3/24/2021 | Information on PSRC and RTP; engagement on current travel/barriers and future of transportation | City Committee | 7 |



| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|----------|--|-------------|--|---------------------|--------------------------|
| 78 | El Centro de la Raza | 4/1/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 33 |
| 79 | Transportation Policy Board | 4/8/2021 | Regional Transportation Plan Outreach | PSRC Board | 78 |
| 80 | Transportation Policy Board | 4/8/2021 | Regional Transportation Plan Breakout Session - Safety | PSRC Board | 78 |
| 81 | Arlington Youth Committee | 4/8/2021 | Youth Mobility Needs and Goals | City Committee | 5 |
| 82 | ICC | 4/9/2021 | RTP call for projects | Countywide Staff | |
| 83 | Freight Advisory Committee | 4/14/2021 | Regional Transportation Plan Next Steps | PSRC Committee | 22 |
| 84 | TDM Advisory Committee | 4/14/2021 | Review of March 2021 Transportation Policy Board TDM Briefing and Next Steps for RTP | PSRC Committee | 14 |
| 85 | Regional Staff Committee | 4/15/2021 | Regional Transportation Plan Status Report | PSRC Committee | 41 |
| 86 | King County Disability Consortium | 4/16/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 22 |
| 87 | Kitsap County Council for Human Rights | 4/20/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 13 |
| 88 | Kitsap County Parent Coalition | 4/22/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 12 |
| 89 | Regional Project Evaluation Committee | 4/23/2021 | Regional Transportation Plan – Maintenance and Preservation | PSRC Committee | 60 |
| 90 | YESS Pierce County | 4/24/2021 | Youth Mobility Needs and Goals | Other | 13 |
| 91 | Transportation Operators Committee | 4/28/2021 | Regional Transportation Plan Data Visualization | PSRC Committee | 22 |
| 92 | Transportation Operators Committee | 4/28/2021 | Regional Transportation Plan Status Report on Transit Elements | PSRC Committee | 22 |
| 93 | NAACP Snohomish Chapter | 4/27/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 32 |



| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|----------|---|-------------|--|---------------------|--------------------------|
| 94 | Sound Transit Citizens Accessibility Advisory Committee | 5/4/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 20 |
| 95 | North Pierce County Community Coalition (NPCCC) | 5/4/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 12 |
| 96 | Regional Traffic Operators Committee | 5/6/2021 | ITS Messaging and Recommendations for the 2022 Regional Transportation Plan | PSRC Committee | 19 |
| 97 | Bicycle and Pedestrian Advisory Committee | 5/11/2021 | Next Steps for Bicycle and Pedestrian Planning in the Regional Transportation Plan | PSRC Committee | 37 |
| 98 | Transportation Policy Board | 5/13/2021 | Regional Transportation Plan Financial Strategy: Status Update and Next Steps | PSRC Board | 52 |
| 99 | King County Mobility Coalition | 5/18/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update | Other | 60 |
| 100 | Special Needs Transportation Committee | 5/19/2021 | Coordinated Mobility Plan—State of the Specialized Transportation System | PSRC Committee | 23 |
| 101 | Special Needs Transportation Committee | 5/19/2021 | Regional Transportation Plan Outreach | PSRC Committee | 23 |
| 102 | Kitsap Aging Advisory Council | 5/19/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 10 |
| 103 | City of Seattle Disability Commission | 5/21/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 15 |
| 104 | Pierce County Coordinated Transportation Coalition (PCCTC) | 5/22/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update; engagement on mobility needs of people with special transportation needs | Other | 15 |
| 105 | Snohomish County Mobility Coalition (SNOTRAC) | 5/22/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update | Other | 30 |
| 106 | Tacoma Pierce County Health Department - Communities of Focus | 5/25/2021 | Information on PSRC, Regional Equity Strategy/EAC, and RTP engagement what we've heard & how to get involved | Other | 45 |



| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|----------|--|-------------|---|---------------------|--------------------------|
| 107 | Regional Alliance for Resilient and Equitable Transportation (RARET) | 5/26/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update | Other | 38 |
| 108 | Transportation Operators Committee | 5/26/2021 | Regional Transportation Plan Status Report on Transit Elements | PSRC Committee | 22 |
| 109 | TDM Advisory Committee | 6/9/2021 | Preliminary Findings from RTP Public Survey | PSRC Committee | 16 |
| 110 | Transportation Policy Board | 6/10/2021 | Coordinated Mobility Plan Briefing | PSRC Board | 50 |
| 111 | Transportation Policy Board | 6/10/2021 | Regional Transportation Plan Financial Strategy - Draft Revenue and Expenditures | | 50 |
| 112 | Partnering for Youth Achievement | 6/10/2021 | RTP overview and discussion | Other | 14 |
| 113 | PSRC Environmental Resource Agency Coordination Meeting | 6/14/2021 | RTP Presentation | Other | 40 |
| 114 | League of Women Voters | 6/14/2021 | RTP Presentation | Other | 30 |
| 115 | Housing Hope (Snohomish County) All Services Staff Meeting | 6/14/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update | Other | 36 |
| 116 | Disability Rights Washington, Transit Riders Union, and Other MASS members | 6/15/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update | Other | 7 |
| 117 | Special Needs Transportation Committee | 6/16/2021 | Coordinated Mobility Plan Update – Mobility Needs | PSRC Committee | 24 |
| 118 | Special Needs Transportation Committee | 6/16/2021 | Coordinated Mobility Plan Update – Prioritized Strategies | PSRC Committee | 24 |
| 119 | Regional Staff Committee | 6/17/2021 | Update on Regional Transportation Plan | PSRC Committee | 57 |
| 120 | KCPEC | 6/22/2021 | Regional Transportation Plan Financial Strategy (overview) | Countywide Staff | 50 (approx.) |
| 121 | Regional Project Evaluation Committee | 6/25/2021 | Regional Transportation Plan (update) | PSRC Committee | 46 |
| 122 | Partnering for Youth Achievement (Bremerton) | 6/29/2021 | RTP youth engagement activity, urban planning careers | Other | 22 |
| 123 | Transportation Policy Board | 7/8/2021 | Regional Transportation Plan Financial Strategy and Regional Capacity Project Updates | PSRC Board | 71 |
| 124 | Snohomish County Mobility Coalition (SNOTRAC) | 7/16/2021 | Information on PSRC and RTP/Coordinated Mobility Plan Update | Other | 20 |
| 125 | Special Needs | 7/21/2021 | Coordinated Mobility Plan Update – | PSRC | 27 |



| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|-----|---|-----------|---|------------------|-------------------|
| | Transportation Committee | | Prioritized Strategies | Committee | |
| 126 | Special Needs Transportation Committee | 7/21/2021 | Coordinated Mobility Plan Update – Performance Measures and Targets | PSRC Committee | 27 |
| 127 | Regional Project Evaluation Committee | 7/23/2021 | Regional Transportation Plan (update) | PSRC Committee | 52 |
| 128 | Freight Advisory Committee | 8/11/2021 | Freight Data and Analysis - Regional Transportation Plan | PSRC Committee | 26 |
| 129 | TDM Advisory Committee | 8/11/2021 | Follow Up on TDM Equity Discussion (Regional Transportation Plan) | PSRC Committee | 21 |
| 130 | TDM Advisory Committee | 8/11/2021 | Integrating TDM in Local Comprehensive Plans | PSRC Committee | 21 |
| 131 | King County Mobility Coalition | 8/17/2021 | Coordinated Mobility Plan Update – Prioritized Strategies | Other | 56 |
| 132 | Pierce County Mobility Coalition (PCCTC) | 8/20/2021 | Coordinated Mobility Plan Update – Prioritized Strategies | Other | 10 |
| 133 | Transportation Operators Committee | 8/25/2021 | Transit in the Regional Transportation Plan | PSRC Committee | 18 |
| 134 | Kitsap County Commission on Children and Youth | 9/2/2021 | Coordinated Mobility Plan Update – Mobility Needs/Outcomes | Other | 12 |
| 135 | Kitsap County Developmental Disabilities Advisory Board | 9/7/2021 | Coordinated Mobility Plan Update – Mobility Needs/Outcomes | Other | 11 |
| 136 | Transportation Policy Board | 9/9/2021 | Regional Transportation Plan Preliminary Analysis Results | PSRC Board | 53 |
| 137 | Transportation Policy Board | 9/9/2021 | Regional Transportation Plan Breakout Session - Equity | PSRC Board | 53 |
| 138 | Bicycle and Pedestrian Advisory Committee | 9/14/2021 | Follow Up on Bicycle and Pedestrian Equity Discussion (How to address in RTP) | PSRC Committee | 34 |
| 139 | Bicycle and Pedestrian Advisory Committee | 9/14/2021 | Next Steps for Bicycle and Pedestrian Planning in the Regional Transportation Plans | PSRC Committee | 34 |
| 140 | Kitsap Aging Advisory Council | 9/15/2021 | Coordinated Mobility Plan Update – Mobility Needs/Outcomes | Other | 9 |
| 141 | Special Needs Transportation Committee | 9/15/2021 | Coordinated Mobility Plan – Developing and Prioritizing Strategies | PSRC Committee | 23 |
| 142 | Special Needs Transportation Committee | 9/15/2021 | Coordinated Mobility Plan – Inventory of Services | PSRC Committee | 23 |
| 143 | KRCC/Transpol | 9/16/2021 | RTP Update | Countywide Staff | 18 (approx.) |
| 144 | Snohomish County Mobility Coalition (SNOTRAC) | 9/17/2021 | Coordinated Mobility Plan Update – Prioritized Strategies | Other | 35 |



| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|----------|---|-------------|--|---------------------|--------------------------|
| 145 | Kitsap ERACE Coalition | 9/17/2021 | Coordinated Mobility Plan Update – Prioritized Strategies | Other | 14 |
| 146 | Transportation Operators Committee | 9/22/2021 | Regional Transportation Plan Preliminary Analysis Results | PSRC Committee | 21 |
| 147 | Transportation Operators Committee | 9/22/2021 | Regional Transportation Plan Assessment of Potential Transit Needs and Opportunities | PSRC Committee | 21 |
| 148 | Transportation Operators Committee | 9/22/2021 | Regional Transportation Plan Transit-Related Key Messages | PSRC Committee | 21 |
| 149 | Regional Project Evaluation Committee | 9/24/2021 | Regional Transportation Plan (update) | PSRC Committee | 58 |
| 150 | Kitsap County Accessible Communities Advisory Committee | 9/27/2021 | Coordinated Mobility Plan Update – Mobility Needs/Outcomes | Other | 5 |
| 151 | People First of Snohomish County | 9/28/2021 | Coordinated Mobility Plan Update – Mobility Needs/Outcomes | Other | 14 |
| 152 | City of Bremerton Transportation Engineering/Planning Staff | 9/30/2021 | Coordinated Mobility Plan Update – Mobility Needs/Outcomes | Other | 2 |
| 153 | Growth Management Policy Board | 10/7/2021 | Regional Transportation Plan Briefing | PSRC Board | 31 |
| 154 | Tacoma Area Commission on Disabilities | 10/8/2021 | Coordinated Mobility Plan Update – Mobility Needs/Outcomes | Other | 16 |
| 155 | Freight Advisory Committee | 10/13/2021 | RTP Freight Element Update | PSRC Committee | 27 |
| 156 | TDM Advisory Committee | 10/13/2021 | Follow Up on Integrating TDM in Local Comprehensive Plans (RTP review) | PSRC Committee | 21 |
| 157 | TDM Advisory Committee | 10/13/2021 | TDM Section Outline for Regional Transportation Plan and Next Steps | PSRC Committee | 21 |
| 158 | Transportation Policy Board | 10/14/2021 | Regional Transportation Plan Outreach Report | PSRC Board | 49 |
| 159 | Transportation Policy Board | 10/14/2021 | Climate Change Briefing (RTP update) | PSRC Board | 49 |
| 160 | Transportation Policy Board | 10/14/2021 | Regional Transportation Plan Summary and Next Steps | PSRC Board | 49 |
| 161 | TransTAC | 10/14/2021 | Regional Transportation Plan Updates | Countywide Staff | 15 (approx.) |
| 162 | City of Bremerton Race Equity Advisory Committee | 10/14/2021 | Coordinated Mobility Plan Update – Mobility Needs/Outcomes | Other | |
| 163 | Special Needs Transportation Committee | 10/20/2021 | Regional Transportation Plan Outreach | PSRC Committee | 22 |
| 164 | Special Needs Transportation Committee | 10/20/2021 | Coordinated Mobility Plan – Prioritized Strategies and Performance Measures | PSRC Committee | 22 |
| 165 | Special Needs | 10/20/2021 | Coordinated Mobility Plan – | PSRC | 22 |



| # | Meeting | Date | Topic | Meeting Type | # of Participants |
|-----|---|------------|---|------------------|-------------------|
| | Transportation Committee | | Addressing COVID-19 | Committee | |
| 166 | Regional Staff Committee | 10/21/2021 | Regional Transportation Plan Update | PSRC Committee | 61 |
| 167 | Transportation Operators Committee | 10/27/2021 | Regional Transportation Plan Future Visioning for Transit | PSRC Committee | 23 |
| 168 | Transportation Operators Committee | 10/27/2021 | Coordinated Mobility Plan Draft Prioritized Strategies and Associated Mobility Needs | PSRC Committee | 23 |
| 169 | Sound Transit Citizens Accessibility Advisory Committee | 11/2/2021 | Coordinated Mobility Plan Update – Mobility Needs/Outcomes | Other | 10 |
| 170 | Transportation Policy Board | 11/10/2021 | Regional Transportation Plan Summary and Next Steps | PSRC Board | 42 |
| 171 | Transportation Policy Board | 11/10/2021 | Regional Transportation Plan Breakout Session - Forecast Visualization Tool and Future Visioning | PSRC Board | 42 |
| 172 | Fife City Council | 11/16/2021 | Regional Transportation Plan Update | City/Council | 16 |
| 173 | Eastside Transportation Association | 11/17/2021 | Regional Transportation Plan Update | Community | 16 |
| 174 | Regional Project Evaluation Committee | 12/3/2021 | Regional Transportation Plan (Update) | PSRC Committee | 56 |
| 175 | Regional Transit-Oriented Development Committee | 12/3/2021 | Regional Transportation Plan Update | PSRC Committee | 38 |
| 176 | Transportation Policy Board | 12/9/2021 | Coordinated Mobility Plan | PSRC Board | 55 |
| 177 | Transportation Policy Board | 12/9/2021 | Regional Transportation Plan Summary - Financial Strategy & Key Policy Focus Areas | PSRC Board | 55 |
| 178 | Transportation Policy Board | 12/9/2021 | Direction to Release Draft Regional Transportation Plan for Public Comment | PSRC Board | 55 |
| 179 | Transportation Policy Board | 12/9/2021 | Summary of November 2021 Regional Transportation Plan Breakout Session - Forecast Visualization Tool and Future Visioning | PSRC Board | 55 |
| 180 | TransTAC | 12/9/2021 | Regional Transportation Plan Update | Countywide Staff | 15 (approx.) |

Attachment B: Draft RTP January 13-February 28, 2022 Public Comment Period Report



Draft RTP Public Comment Report

| Committer ID | Unique ID | Name | Comment | Category | Comment Type | Response |
|--------------|-----------|------------------------------|--|------------------------|--------------|--|
| 1 | 1.01 | Martin Pagel (Columbia City) | I reviewed the draft Regional Transportation Plan and would like to make the following comments about climate change and its impact encourage PRSR to address such in the final RTP: Lots of climate related incidents have increased the urgency to reduce GHG. Transportation is the largest contributor, the more zero carbon transit we can provide, the better. EVs only provide partial relief, other options would have much larger impact such as walking, rolling, and public transit as the RTP mentions, I would like to add some aspects: Increase reach, convenience, new modes, HSR, freight options | Climate/Environment | General | Thank you for your comment. PSRC will continue to work with partners on all aspects of emission reduction from on-road transportation as part of the RTP and other efforts. |
| 1 | 1.02 | Martin Pagel (Columbia City) | Increase Reach and Convenience: The convenience of robust high-frequency transit systems can lure individual car users into transit and save any transit rider valuable time. Unfortunately building more rail lines takes time and money. Rather than only thinking about rail expansion (eg. Seattle Subways), we should also think about maximizing such investment by making LR stations available to as many riders as possible. Walking and rolling should be prioritized. Sometimes this may require a bridge like in Northgate, other times there are other neighborhoods close by with sufficient ridership potential that a high-frequency and accessible urban aerial gondola (up to 6 miles) or APM (up to 2 miles) line may be worth considering. This should not be an afterthought as planning such connectors together with the rail lines may allow avoiding costly detours which may also slow people down who do not want to stop there (eg. Boeing detour in Everett). While Seattle has some great North/South rail corridors, many East/West corridors are hilly and would be much easier to reach by gondola. Kirkland is already studying a gondola for their 85th STRide station. As high-frequency is very attractive, I would encourage PSRC to study such opportunities to maximize ridership not only in Seattle (Denny Hill, Harborview, West Seattle, Queen Anne...) but also: South Gate (between TIBS, Sounder station, and Renton TC), Eastgate/Factoria, Kent, Auburn, Edmonds, Everett College, Bothell/UW/Woodinville. | Transit | General | The draft RTP envisions continued work on access to transit, including connections between different modes of transit to light rail. Chapter 4 identifies next steps for advancing access to transit work in the region. |
| 1 | 1.03 | Martin Pagel (Columbia City) | New Modes: Many transit operators plan to procure BEBs, but not only are they expensive and require new charging systems, they still generate other emissions and the batteries require rare metals from questionable sources, increase weight, and may become a fire hazard. PSRC may want to prioritize trolley buses, rail and cable propelled systems such as gondolas or APMs. To offer higher frequency and longer service hours at a reasonable cost, I encourage PSRC to prioritize automated rail, gondola systems or APMs. Higher frequency systems can also operate with smaller cars and therefore smaller stations which reduces construction cost and makes it easier to integrate stations into existing dense urban neighborhoods. Gondolas can serve multiple stations, provide better accessibility and lower power consumption than buses, and provide robust grade-separated transit; their continuous operation speeds up transfers. | Transit | General | Thank you for your comment. |
| 1 | 1.04 | Martin Pagel (Columbia City) | HSR: The RTP mentions the Ultra-High-Speed Ground Transportation. Not only would it provide great Intercity Rail, a new passenger focused rail network could also provide the basis for a much better frequent regional rail network using the same tracks. Bypass tracks in regional stations could allow Intercity trains to pass while the regional train stops in certain stations. I encourage to work closely with WSDOT on such integration as it would also provide an opportunity to reduce GHG by regional flights | Intercity Rail and Bus | General | Thank you for your comment. |

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| 1 | 1.05 | Martin Pagel (Columbia City) | <p>Freight Options: While I'm excited about electric and hydrogen trucks, rail is far more efficient and may allow for autonomous operation far more securely. Even Hyperloop has announced that they will focus on freight but why do we need a new technology? Maglev has already been proven without the need for complicated tubes, TSB now offers a turnkey system which may allow more flexibility for our ports and as an update to our rail lines.</p> | Freight | General | Thank you for your comment. |
| 1 | 1.06 | Martin Pagel (Columbia City) | <p>Equity: As PSRC evaluates future transit investments, all projects should consider the income and racial equity of any proposed projects.</p> | Equity | General | Thank you for your comment. |
| 1 | 1.07 | Martin Pagel (Columbia City) | <p>Carbon Footprint and Payback Period: Every project should also take into consideration the carbon footprint over the full lifecycle of the project, such as recycling of batteries, displacement of existing housing or other infrastructure, and embodied carbon. Then we should also consider how much individual car miles can be saved to offset the carbon footprint. In particular it will be interesting to determine how long it will each project will take until the carbon footprint can be offset with the savings in car emissions – the payback period. For further discussion, see: Briefing: Why transport infrastructure emissions matter for decision makers (decarbon8.org.uk)</p> | Climate/Environment | General | Life cycle estimation, and a project by project estimation, is outside of PSRC's scope at this point in time. We will continue to monitor state of the practice and continue to improve upon our analyses. |
| 2 | 2.01 | Nikki Long | <p>When will the primary East to West traffic corridor from Enumclaw to I-405 be addressed?</p> | Streets/Highways | General | Please note that PSRC does not have authority to determine the types or timing of transportation projects constructed within the region; this is determined by the jurisdiction(s) in which the projects are located. We will share this comment with WSDOT and the local agencies with jurisdiction over this corridor. |
| 3 | 3.01 | Bethel School District | <p>Thank you for the information. I am very interested in increasing the sidewalk coverage in the Bethel School District area as only 9% of our streets have a sidewalk. We also only have one bus route for 202 square miles and 120,00 residents. Lots of need for improvement in this part of Pierce County.</p> | Bicycle/Pedestrian | General | Thank you for your comment. As PSRC does not directly plan sidewalk infrastructure projects, we will forward your comment to Pierce County Planning & Public Works for their consideration. |
| 4 | 4.01 | WSDOT | <p>General Comments: Supporting the Transit-Focused Growth Strategy As noted in our comment letter for VISION 2050, WSDOT supports PSRC's Regional Growth Strategy that directs 65% of the region's population growth and 70% of its employment growth in centers served by high-capacity transit. We are pleased to see that the draft RTP supports this strategy with 70% of all system investments going towards expanding the high-capacity transit network and maintaining and preserving it over the life of the plan. At the same time, the RTP acknowledges the importance of an integrated multimodal transportation network that provides easy connections between modes of transit and multimodal access to the transit network.</p> | Growth Management | General | Thank you for your comment. As noted, the transportation system described in the RTP is focused on supporting the growth and future land use pattern of the VISION 2050 Regional Growth Strategy. |

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| 4 | 4.02 | WSDOT | <p>General Comments: Updated, Expanded, and New Focuses</p> <p>The restructuring of the plan content provides a useful framework for long-range transportation planning in the Puget Sound –i.e., focusing on an integrated multimodal system, its performance, and how its paid for. We also commend PSRC for including a new “big ideas” chapter that outlines potential investments beyond 2050, such as inter-regional high-speed rail, further expansion of high-capacity transit and passenger only ferry service, and aviation investments to accommodate increasing demand.</p> <p>Also particularly impressive are the new standalone subchapters that have been added to the plan to address many of the ongoing, new, and emerging issues in the Puget Sound. These standalone sections help highlight their importance and further reinforce the need to effectively address these as a region. Examples include sections dedicated to mobility on demand, safety, freight, transportation demand management, new and emerging technologies, climate and the environment, and advancing equity through transportation. The incorporation of the topic of equity throughout each chapter (and not just in the 2.1.2 section dedicated to the topic) shows PSRC’s acknowledgement of the issue and its commitment to advancing equity planning.</p> | General Support for Plan | General | Thank you for your comment. |
| 4 | 4.03 | WSDOT | <p>General Comments: Maintenance, Preservation, and Resiliency</p> <p>We are pleased to see maintenance and preservation is continued as a priority and support the following actions identified on page 180:</p> <ul style="list-style-type: none"> • Continue to prioritize maintenance and preservation. • Identify and secure new revenues to adequately address maintenance and preservation. • Refine methodologies and analysis tools to better assess maintenance and preservation needs. • Monitor overall investment levels in maintenance and preservation. • Consider future work programs to evaluate the impact to the system if it is not fully maintained and preserved into the future. This could potentially include alternative scenarios reflective of current trends in the levels of investment. <p>The document also includes much more information on the importance of resiliency planning than past versions. It outlines relevant hazards in the region, including the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. It specifically calls for addressing the seismic retrofit of aging highways and bridges.</p> | Maintenance and Preservation | General | Thank you for your comment. |
| 4 | 4.04 | WSDOT | <p>General Comments: High Occupancy Vehicle (HOV) and Managed Lanes</p> <p>WSDOT appreciates that the plan includes a section on the region’s Managed Lanes System and highlights the progress that has been made to complete the system in recent years. The plan also specifically calls out the unfunded gap in the HOV system in Pierce County from South 38th Street to Thorne Lane and acknowledges that completing this section remains a WSDOT priority. Also appreciated is the call for prioritizing the completion of the long-term key state investments and a commitment to implementation of the HOV and express toll lane system.</p> | Streets/Highways | General | Thank you for your comment. |

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| 4 | 4.05 | WSDOT | <p>Specific Comments and Suggestions: Executive Summary</p> <p>The Executive Summary includes a section called “how do we make this happen” and discusses the RTP’s financial strategy. It acknowledges that the strategy relies on the eventual replacement of the motor vehicle fuel taxes with a Road Usage Charge, and that difficult legislative decisions must be made at a variety level to make the new revenues a reality. This appears as the only section that clearly states challenges associated with implementation of the plan, as most of it focuses on either what’s in the plan or the outcome(s) expected. We’d recommend more clearly highlighting the biggest challenges or unknowns that will need to be addressed for the plan to be successful. One suggestion would be to use the new “what’s ahead?” section beginning on page 180 of the draft plan to identify these.</p> | Financial Strategy | Technical Correction | Thank you for the suggestion. The final plan will contain additional references to the challenges ahead. |
| 4 | 4.06 | WSDOT | <p>Specific Comments and Suggestions: Climate Change and Environment Section</p> <p>Washington State Ferries (WSF) is undertaking an ambitious electrification initiative to move toward a “greener” ferry fleet with the goal of a reliable fleet that has a lighter footprint on the environment. However, no mention of this work is included in the draft plan. In addition, WSF has services with many walk-on customers that reduces vehicle miles traveled on cross sound commuter routes. As this section is drafted now, the impression is that only passenger only ferries play a role towards the climate and environmental goals. Given WSF’s role carrying passengers and vehicles, and its opportunity to play a significant role in decarbonization of the system, we’d ask that PSRC include information in the Climate Change and Environment section between pages 134 and 139. More information on WSF’s electrification can be found: https://wsdot.wa.gov/construction-planning/major-projects/ferry-system-electrification.</p> <p>In addition, the Climate and Environment section could be strengthened by adding more discussion of the infrastructure needs and efforts on behalf of utilities providers to make more electricity available for all new charging stations, including those at WSF terminals as part of the electrification effort. Infrastructure upgrades will be needed, along with increased private and local partnerships.</p> | Climate/Environment | Technical Correction | We will update the plan document to more fully address the WSF work as noted, and strengthen the discussion of future infrastructure needs and coordination with utilities. |
| 4 | 4.07 | WSDOT | <p>Specific Comments and Suggestions: WSDOT Project Changes</p> <p>The Regional Capacity Project List and Administrative Procedures included in Appendix D contains a variety of WSDOT future investments. Since the time of project submissions, two WSDOT projects in Pierce County require minor description changes. On page 161, we request the following changes made to Project I.D. # 4194 and 4419:</p> <ul style="list-style-type: none"> • Project I.D. 4194 – Revise second sentence of description to “The project will construct additional HOV lanes in both directions of I-5 between Dupont-Steilacoom Road and Thorne Lane Interchanges.” • Project I.D. 4419 – Revise the second sentence of description to “The project will construct additional HOV lanes in both directions of I-5 between Mounts Road and Dupont-Steilacoom Road Interchanges, construct the Pedestrian/Bike trail approximately 3.5 miles, reconstruct the DuPont-Steilacoom Rd Interchange, and construct the SB Gravelly/Thorne connector lane.” | Project Specific | Board Review | The board will provide direction on amending the project list and updating the analysis prior to full plan adoption in May. |

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| 4 | 4.08 | WSDOT | <p>Specific Comments and Suggestions: Investments</p> <p>The draft RTP includes more information on the specific projects in the Regional Capacity Project List than previous versions. For example, page 66 provides an overview of the makeup of the street and highway projects in the plan. This provides a useful way of understanding what types, and at what level, these improvements are planned. One suggestion we have is to include graphics, charts, or tables summarizing this information for readers, making it that much more accessible for readers.</p> | Streets/Highways | Technical Correction | We will review the System Investments section of Streets and Highways to determine if any of the information discussed could be better clarified with a graphic or table. |
| 4 | 4.09 | WSDOT | <p>Specific Comments and Suggestions: Aligning VISION 2050 & the Multicounty Planning Policies</p> <p>The draft RTP describes that it “was developed as the functional implementation plan for VISION 2050” and refers to implementing regional policies, including the multicounty planning policies. However, nowhere in the draft plan are those policies specifically included. To strengthen the relationship between VISION 2050 and the RTP, and to demonstrate how the plans are being aligned, we’d suggest listing the applicable multicounty planning policies in each chapter and/or sections of the RTP that are either being advanced, implemented, or where additional work is needed through the regional transportation planning process.</p> | Growth Management | Technical Correction | Thank you for your comment. The final plan will include clearer references and links to the region's adopted Multicounty Planning Policies. |
| 4 | 4.10 | WSDOT | <p>Specific Comments and Suggestions: Next Steps and Actions</p> <p>The draft RTP now includes a new “what’s ahead” section in each chapter that includes a summary of the future work needed by either PSRC, its members, or other partners needed to implement the strategies, projects, and programs. WSDOT is pleased to see more forward-looking information in the plan but notice that in many cases the actions are high-level and described as ongoing efforts. The amount of work that needs to be completed, the tough issues that need to be tackled, and the tough decisions that need to be made for the plan to be successful by 2050 can’t be understated. WSDOT would recommend strengthening the implementation aspects of the plan by providing more detail on each of the next steps and actions, including the known or anticipated timelines as they relate to assumptions in the plan.</p> <p>As an example, the plan assumes that a road usage charge system will be in place in 2030. What is PSRC’s role as a regional planning body in advancing that by 2030, and what is the timeline for that work? More detailed information will provide PSRC board members a clearer picture of what’s ahead and when actions to be incorporated into PSRC’s work program. This information can also help the boards prioritize actions. We recognize that many of these actions involve WSDOT, in partnership with PSRC, and we look forward to working to advance the region’s interests and needs together.</p> | Big Ideas | Board Review | Thank you for your comment. This issue is being reviewed by the board. |
| 4 | 4.11 | WSDOT | <p>Specific Comments and Suggestions: Next Steps and Actions (cont)</p> <p>We’d also recommend a review of the actions adopted in VISION 2050 that may pertain to transportation. For example, the action below is included in the Development Pattern of VISION 2050 but has a clear nexus to implementation and performance of the RTP. DP-Action-5 Concurrency Best Practices: PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions and WSDOT, will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.</p> | Growth Management | Technical Correction | Thank you for your suggestion. We will review VISION 2050 and cross-reference applicable actions in the RTP. |

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| 4 | 4.12 | WSDOT | <p>2026 Plan Update</p> <p>WSDOT recognizes the challenges associated with conducting a major plan update during a global pandemic and commends PSRC for the work completed to date. We also recognize that the last major update to PSRC's RTP was completed over a decade ago in 2010. As PSRC begins developing its future work programs, we'd recommend early engagement with policy board members about the scope and timing of the next update.</p> <p>Much has changed since 2010, and it seems appropriate for PSRC to conduct a major update as part of the required 2026 update. Delaying a major update past 2026 means the next opportunity is in year 2030, a full 20 years after the original adoption and environmental analysis under the State Environmental Policy Act (SEPA). Completing a major update in 2026 would also provide an opportunity to reflect on the impacts of the pandemic.</p> | Other/Miscellaneous | General | Thank you for your comments. The SEPA addendum being prepared for this RTP update not only builds on previous environmental impact statements for the transportation system, but also the Supplemental EIS completed in 2020 in support of VISION 2050. Prior to launching the next RTP update, PSRC will have discussions with its boards as to the appropriate scope of alternatives to evaluate and whether it will require a full environmental impact statement. | |
| 4 | 4.13 | WSDOT | <p>Tech Comment 1: Overall Comment</p> <p>Washington State Ferries (WSF) is sometime not included in the discussion of the region's transit agencies. We'd appreciate a review to ensure that WSF is identified as a transit agency and reference to their service throughout the plan is treated consistently.</p> | Transit | | Technical Correction | Washington State Ferries (WSF) was accounted for as a form of transit under Section 1.1.1 Regular Transit. However, because WSF is both a form of transit and a "marine highway" it was also called out in a separate section (1.1.5. Ferries) that allowed for specific treatment for this mode of travel. |
| 4 | 4.14 | WSDOT | <p>Tech Comment 2: Page 43</p> <p>In the Existing Conditions section, after the sentence ending with "...landslide mitigation work," please add "The aim of this work was to increase service reliability, reduce travel times, and add two more Amtrak Cascades round trips between Seattle and Portland."</p> | Intercity Rail and Bus | | Technical Correction | Comment will be incorporated in the final plan. |
| 4 | 4.15 | WSDOT | <p>Tech Comment 3: Page 43</p> <p>In the Existing Conditions section -- please revise the last sentence to simply state that "The state is monitoring the program outcomes of these investments."</p> | Intercity Rail and Bus | | Technical Correction | Comment will be incorporated in the final plan. |
| 4 | 4.16 | WSDOT | <p>Tech Comment 4: Page 43</p> <p>In the Ridership section, second paragraph, second sentence -- please revise the phrase "WSDOT reducing" to "WSDOT temporarily reducing."</p> | Intercity Rail and Bus | | Technical Correction | Comment will be incorporated in the final plan. |
| 4 | 4.17 | WSDOT | <p>Tech Comment 5: Page 44</p> <p>In the Safety section, the first paragraph, last sentence that reads "As the sponsor of Amtrak Cascades, WSDOT is responsible for complying with state and federal safety regulations, along with Amtrak as the operator and the track owners" is not entirely accurate. Please revise, as compliance is the responsibility of Amtrak and the track owners, not WSDOT.</p> | Intercity Rail and Bus | | Technical Correction | Comment will be incorporated in the final plan. |
| 4 | 4.18 | WSDOT | <p>Tech Comment 6: Page 44</p> <p>In the Safety section, second paragraph, second sentence -- please reflect that the Point Defiance Bypass was also built to increase rail capacity. Please add this reason where the reasons are listed in the safety section.</p> | Intercity Rail and Bus | | Technical Correction | Comment will be incorporated in the final plan. |

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| 4 | 4.19 | WSDOT | <p>Tech Comment 7: Page 45 Second full paragraph, last sentence -- please change "WSDOT is working on a service development plan for Amtrak Cascades with an implementation strategy to achieve the long-term vision for expanded service" to "WSDOT is working on a service development plan for Amtrak Cascades to guide improvements through the next 20 years with a focus on increasing intercity passenger rail service to accommodate growing travel demand in the corridor." Note: it is not an implementation plan for the long-term vision of 2006.</p> | Intercity Rail and Bus | Technical Correction | Comment will be incorporated in the final plan. |
| 4 | 4.20 | WSDOT | <p>Tech Comment 8: Page 69 Figure 15 lacks information and should identify what each of the bars represent (assumption is that it is 2018 and 2050, but unclear without labels).</p> | Streets/Highways | Technical Correction | We will add labels to clarify Figure 15. |
| 4 | 4.21 | WSDOT | <p>Tech Comment 9: Page 70 Please note that WSDOT may not carry the three categories (Global Gateways, Made in Washington, and Delivering Good to You) designations forward to the 2022 freight plan update. Please review and keep this in mind during the next update cycle.</p> | Freight | Technical Correction | We will coordinate with WSDOT to confirm the language that will be consistent with the 2022 statewide freight plan and update the regional plan as appropriate. |
| 4 | 4.22 | WSDOT | <p>Tech Comment 10: Page 74 There are several short lines operating in the PSRC counties. Suggest at least acknowledging them as a group, if not by name.</p> | Freight | Technical Correction | We will update the plan document to acknowledge the additional shortline railroads that operate within the region. |
| 4 | 4.23 | WSDOT | <p>Tech Comment 11: Page 74 The last sentence on the page states "In 2018 the average heavy truck driver in the region spent 56 hours in congestion annually, and the average medium truck driver spent 21 hours in congestion." Please check this statistic. 56 hours per year seems low, as that's only approximately one hour per week.</p> | Freight | Technical Correction | This statistic reflects the extra time that a truck spent traveling under 70% of the posted speed limit on any facility in the region, not just the time the truck was traveling on the roadway. The model outputs are presented for an average weekday and the daily numbers were multiplied by an annualization factor developed from existing traffic counts. The total delay for all trucks was divided by the number of trucks in the region and this averaged out to 56 hours per year in 2018. |
| 4 | 4.24 | WSDOT | <p>Tech Comment 12: Page 79 Under the local street systems (3rd bullet) - consider adding text regarding cargo bike access at buildings. This typically occurs on sidewalks, though it is not permitted. Local agencies may need to update their codes to allow cargo bikes to legally travel and park. The UW Urban Freight Lab may have more information on this topic.</p> | Freight | Technical Correction | We will review the draft plan for opportunities to more fully address freight issues such as this. |
| 4 | 4.25 | WSDOT | <p>Tech Comment 13: Page 80 Under the local jurisdictions (1st bullet) - please note that local agencies can work to actively manage and control where trucks park. Examples include: citywide parking management plans, designated truck parking in empty lots (Weed, CA is great example of this). Cities can also mandate that new developments include truck parking and staging areas, otherwise trucks will likely park/stage on local streets. This could be called out as part of an action.</p> | Freight | Technical Correction | We will review the draft plan for opportunities to more fully address freight issues such as this. |
| 4 | 4.26 | WSDOT | <p>Tech Comment 14: Page 80 Under the local comprehensive plans (2nd bullet) - consider suggesting truck parking/staging minimums for new industrial/commercial developments. This could help reduce undesigned truck parking on local streets.</p> | Freight | Technical Correction | We will review the draft plan for opportunities to more fully address freight issues such as this. |

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| 4 | 4.27 | WSDOT | Tech Comment 15: Page 86 Under the Air Cargo section - consider also including a discussion of capacity constraints on local connecting routes used by trucks. | Aviation | Technical Correction | Thank you. We will make this cross-reference in the final plan. |
| 4 | 4.28 | WSDOT | Tech Comment 16: Page 146 WSDOT has identified and prioritized stormwater retrofits throughout the region. Please contact if interested in understanding and included this data in the plan. | Water Quality | Technical Correction | Thank you for the information. PSRC will contact WSDOT for the stormwater retrofit information. |
| 4 | 4.29 | WSDOT | Tech Comment 17: Page 146 There are two major wildlife habitat connectivity needs in the study area - SR 522 and SR 18. WSDOT subject matter experts have prepared several memos that discuss the need for improved connectivity to reduce vehicle-wildlife collisions in sensitive ecological areas. Please contact if interested in this information for the plan. | Water Quality | Technical Correction | PSRC will contact WSDOT for the wildlife connectivity memos. |
| 4 | 4.30 | WSDOT | Tech Comment 18: Page 147 First paragraph, last sentence -- please add the word "known" to this sentence: "The WDFW has an inventory of known fish passage barriers..." | Water Quality | Technical Correction | The document will be updated to reflect this suggestion. |
| 4 | 4.31 | WSDOT | Tech Comment 19: Page 160 Consider evaluating the number of projects on first/last mile freight connecting routes. | Freight | Technical Correction | Thank you for your suggestion. Please note that regional capacity projects only include projects that add capacity to highways and principal arterials, so do not include all first/last mile freight connector projects. Projects on first/last mile connectors that are minor arterials, collectors, or local streets, as well as projects on principal arterias or highways that do not add lane capacity, are considered programmatic investments in the plan. |
| 4 | 4.32 | WSDOT | Tech Comment 20: Pages 170, 171, 185 Consider changing references to potential Cascadia project from "high-speed rail" to "ultra-high-speed ground transportation" as the project may or may not use high-speed rail technology (Hyperloop, Maglev have not been ruled out). | Big Ideas | Technical Correction | Thank you for your comment. The final plan will more accurately distinguish between the State of Washington's ultra-high-speed ground transportation studies and more generalized discussion of high-speed rail. |

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| 4 | 4.33 | WSDOT | Tech Comment 21: Page 170 Table/Chart # 59 - suggest replacing this figure with an image from the 2019 Business Case Analysis to avoid confusion about what is currently being pursued by the region. WSDOT can help with this if necessary. | Big Ideas | Technical Correction | Thank you for your comment. We will replace the image of the corridor as suggested. |
| 4 | 4.34 | WSDOT | Tech Comment 22: Page 171 Second paragraph - the ultra-high-speed ground transportation studies were conducted between 2016 and 2020. Please update to reflect text to reflect this. | Big Ideas | Technical Correction | Thank you for the correction. We will update this reference. |
| 4 | 4.35 | WSDOT | Tech Comment 23: Page 171 3rd paragraph - please add language that clarifies that the estimates in this paragraph are early, planning-level numbers and are subject to change as the program moves forward. | Big Ideas | Technical Correction | Thank you for the correction. We will update this reference. |
| 4 | 4.36 | WSDOT | Tech Comment 24: Page 171 Third paragraph - \$3.1 million was the upper estimate from the business case for the ultra-high-speed ground transportation trips in 2040, not upon opening in the mid-2030s. Please update to reflect this. | Big Ideas | Technical Correction | Thank you for the correction. We will update this reference. |
| 4 | 4.37 | WSDOT | Tech Comment 25: Page 171 Third paragraph - Note "the studies estimate up to \$355 billion in economic growth..." Please update text to reflect this. | Big Ideas | Technical Correction | Thank you for the correction. We will update this text. |
| 4 | 4.38 | WSDOT | Tech Comment 26: Page 171 Third paragraph - note, the model estimated 41,200 jobs related to construction, maintenance, and operations, not the 200,000 stated in the draft plan. The other 160,000 jobs were an upper estimate of the result of economic benefits from reduced travel time along the corridor. One approach could be to change simply say "200,000 new jobs in the region". | Big Ideas | Technical Correction | Thank you for the correction. We will update this text. |
| 4 | 4.39 | WSDOT | Tech Comment 27: Page 171 3rd paragraph - the 2017 and 2019 studies estimated CO2 reductions of 1.4 million MT and 6 million MT respectively. Suggest changing to "such as estimated reduction of as much as 6 million metric tons" | Big Ideas | Technical Correction | Thank you for the correction. We will update this text. |
| 5 | 5.01 | City of Sammamish | The Puget Sound Regional Council (PSRC) recently released their draft 2022 Regional Transportation Plan (RTP) and is seeking comment from the public by February 28, 2022. The City of Sammamish has reviewed the Draft 2022 RTP and supports many aspects of the Plan. However, the City wishes to provide comment to the PSRC Executive Board and Transportation Policy Board (TPB) as it considers a final draft prior to adoption of the 2022 RTP in May. | General Support for Plan | General | Thank you for your comments. |

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| 5 | 5.02 | City of Sammamish | <p>Appendix D – Regional Capacity Projects List</p> <p>The City of Sammamish submitted a list of projects for consideration in the RTP’s Regional Capacity Projects List by the May 7, 2021 Call for Projects deadline. The RTP’s Regional Capacity Projects List includes just two of the projects submitted by Sammamish: the 228th Ave SE Capacity Improvements from Issaquah-Pine Lake Rd to SE 43rd Way (Project ID: 5752) and the Sahalee Way NE Capacity Improvements (Project ID: 1978).</p> <p>A third project that was proposed by the City of Sammamish to be included in this list, the SR 202 and Sahalee Way intersection improvement, was not included in this list. It is unclear why this project was left off of the Regional Capacity Projects List and the City of Sammamish requests that PSRC consider adding it to the list of projects in Appendix D, as it is a critical intersection for Sammamish residents commuting out of the city. Furthermore, this project is included in a study by WSDOT and has been the subject of interest by the State Legislature in recent legislative sessions. While it is located outside of the city boundaries, the City of Sammamish is willing to work with local, regional, and state partners to advance this project.</p> | Project Specific | General | Single intersection projects fall below the threshold of requiring to be on the Regional Capacity Projects list. These projects are considered consistent with the plan and are included in the plan’s financial strategy. These projects can proceed towards funding and implementation with no further requirements. |
| 5 | 5.03 | City of Sammamish | <p>Technical Corrections and Considerations</p> <p>1. Following the City’s review of the Draft 2022 RTP, it appeared that Project ID 5752 is missing from the Future Transportation Systems Conditions GIS model and should be added into themapping by PSRC prior to the final RTP.</p> | Project Specific | Technical Correction | We will review the visualization tool and correct any missing links. |
| 5 | 5.04 | City of Sammamish | <p>2. Regarding the Future Transportation Systems Conditions Model and the 2050 Transit Network it should be noted that PSRC shows a future “Moderate Frequency” bus route going through a barricade in the southeastern portion of the City (see screenshot below). This should be noted as potentially problematic, as barricades tend to be complex and sensitive projects in Sammamish and the City would likely not support a bus route going through a barricade, even in a future condition.</p> | Project Specific | Technical Correction | We will review the visualization tool and work with the transit agencies on any miscoded routes. |
| 5 | 5.05 | City of Sammamish | <p>3. In the Existing Transportation Systems Conditions Map and the Congested Roadways layer, the “Heavy Congestion” designation for 228th Avenue does not continue as it becomes Sahalee Way NE (see screenshot below). The designation should apply to Sahalee Way NE as well as 228th Avenue, as it is effectively the same roadway, carrying the same volumes.</p> | Streets/Highways | General | Corridors are not designated by PSRC as congested; rather, this information is based on the existing travel conditions along the corridor and specific areas that meet the thresholds as defined. |
| 6 | 6.01 | Kitsap Transit | <p>Kitsap Transit staff has completed its review of the draft 2022-2050 Regional Transportation Plan. We have three comments to provide that are of concern to Kitsap Transit. The High Capacity Transit (HCT) Corridors outlined in various figures in the Plan show incorrect alignments. The correct alignments are displayed in the attached Kitsap Transit Vision Map as adopted by our Board of Directors in September 2021 as part of the Transit Development Plan (TDP). Each of the three HCT Corridors needs minor adjustments to pull the alignments out of low density residential areas and place the HCT along major corridors to allow for station area planning efforts to be</p> | General Support for Plan | Technical Correction | Thank you for your comments. PSRC will make these technical corrections. |
| 6 | 6.02 | Kitsap Transit | <p>- Remove the Poulsbo to Bainbridge HCT off of High School Rd. and Madison Ave. and maintain along SR 305 to the WSDOT Ferry Terminal on Bainbridge Island</p> | Transit | Technical Correction | We will work with the sponsor to make the appropriate revisions in the final plan |
| 6 | 6.03 | Kitsap Transit | <p>- Remove the Bethel Rd. HCT service off of Mitchell Ave. and out of the Wal-Mart Parking lot. Maintain the planned HCT alignment along Bethel Rd.</p> | Transit | Technical Correction | We will work with the sponsor to make the appropriate revisions in the final plan |
| 6 | 6.04 | Kitsap Transit | <p>- Remove the Silverdale to Bremerton HCT off of Central Valley Rd. and Fairgrounds Rd. and keep along the SR 303 corridor to the ferry terminal in Bremerton</p> | Transit | Technical Correction | We will work with the sponsor to make the appropriate revisions in the final plan |

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| 7 | 7.01 | Sound Transit | <p>Thank you for the opportunity to comment on the Puget Sound Regional Council's (PSRC) Draft Regional Transportation Plan, 2022-2050. We appreciate the importance of the plan's role in supporting VISION 2050 implementation and create a world-class transportation system. On behalf of Sound Transit, I would like to offer our comments about the Draft Regional Transportation Plan.</p> | General Support for Plan | General | |
| | | | | | | Thank you for your comments. |
| 7 | 7.02 | Sound Transit | <p>- Transit investments. The voters of the Sound Transit district have made multiple and increasingly ambitious commitments to the creation of a regional high-capacity transit system. We know, however, that the success of the Sound Transit system depends on robust local transit connections. While funding sources have been identified to implement regional high-capacity transit, the draft Regional Transportation Plan identifies the Local Transit program area as having the largest need for new revenue sources. We encourage PSRC to consider adding an action step to the "What's Ahead" section of chapter 3 to develop more information about options for new Local Transit revenue sources, to better articulate where these revenue sources would apply (i.e., will they support ongoing maintenance and operations needs, or will they support system improvements), and to communicate the risks to system performance if these new revenue sources aren't identified.</p> | Financial Strategy | General | Thank you for your comment. PSRC's board will discuss an approach to developing more detailed action steps for this local transit funding and other issues. |
| 7 | 7.03 | Sound Transit | <p>- Access to transit. We are gratified that one of the priorities of plan development the plan itself is on improving access to transit. This was a priority in the voter-approved Sound Transit 3 System Plan and remains an area of focus at Sound Transit through our passenger access and transit-oriented development efforts. We know that marginal impacts to the quality of access to transit can have significant impacts to transit ridership, and we encourage PSRC to more clearly demonstrate how these investments improve regional outcomes. We offer our continued commitment to engage in efforts led by PSRC to foster regional collaboration on this important topic and to ensure that all residents of the central Puget Sound have high quality access to high-capacity transit.</p> | Transit | General | Thank you for your comment. PSRC will engage Sound Transit in continued work on access to transit. |
| 7 | 7.04 | Sound Transit | <p>- Climate. The impacts of climate change pose a generational challenge and will have detrimental effects on the environmental character and quality of life that makes the central Puget Sound unique. We are aware that this topic has been central to the discussions at the Transportation Policy Board in the development of the Regional Transportation Plan. We share the sentiment expressed that the plan would be stronger if it spoke to recent trends in emissions and the need to establish interim targets to measure progress between now and 2050. We agree with the plan's larger point that no one solution will achieve the region's climate goals and that all are necessary for success but given the scale of the challenge and the contribution of transportation to regional greenhouse gas emissions, we believe that the plan should do more to identify those activities that will be most impactful in the near-term.</p> | Climate/Environment | Board Review | The board is considering an amendment to add an interim year analysis to PSRC's work program. |

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| 7 | 7.05 | Sound Transit | <p>- Safety. We also offer our support to another topic – safety – that has emerged as a central focus in the development of the Regional Transportation Plan. This is an emphasis of Sound Transit’s access to transit work—we know that our passengers are much more likely to walk, roll, and bike to our stations when they feel they can do so safely. Our review of the Regional Transportation Plan makes us believe that there is more that PSRC can do both to advance the topic and accurately describe recent trends. To offer one specific example, we encourage PSRC to update Figure 27 to compare five-year trends between 2010-2014 and 2015-2019 for all modes – a change that will show a more accurate trend than what is currently presented in this chart.</p> | Safety | <p>Technical Correction</p> <p>We will review the available data and improve upon our charts to the extent possible.</p> |
| 7 | 7.06 | Sound Transit | <p>- COVID-19 pandemic and What’s Ahead. It’s understandable that the Draft Regional Transportation Plan is hesitant to speculate on how regional transportation patterns will change as a result of the COVID-19 pandemic. As the regional planning entity, we request that PSRC add an action to proactively monitor and regularly report on how travel behaviors have changed since the start of the pandemic and the implications of those changes. Further, we encourage PSRC to add more specificity to the lengthy list of actions identified in the What’s Ahead section of the plan both in terms of what must occur in the period between this plan update and the next one, and those actions that will be a focus of PSRC’s work plan in the same period.</p> <p>I want to commend PSRC’s Transportation Policy Board and staff for the level of effort that went into developing the draft Regional Transportation Plan. Sound Transit looks forward to our role in actively delivering high-capacity transit investments. Please let me know if you have any questions about our comments or if you would like to discuss further how PSRC and Sound Transit can collaborate on the implementation of the Regional Transportation Plan.</p> | Big Ideas | <p>General</p> <p>Thank you for the comment. PSRC regularly monitors and reports on a variety of regional growth, economic, environmental, and transportation indicators. We do commit to continued monitoring of transit use and will regularly report these trends. In addition, the issue of more detailed action and implementation plans will be discussed by PSRC’s boards.</p> |
| 8 | 8.01 | Jess Chandler | <p>The description of pedestrian and bicycle facilities near transit is impossible for me to understand: "As shown in Figure 11, most HCT and non-HCT station areas already have fairly extensive sidewalk coverage. However, a significantly smaller percentage of station areas feature widespread bicycle facility coverage, as can be seen in Figure 12. Almost all (99%) HCT stations have some (at least 25% of arterials) sidewalk coverage, but only a third have full coverage. For non-HCT stations, about 80% have some arterial sidewalk coverage while about half have full coverage. About half of HCT and non- HCT transit stations have some (at least 25%) bicycle facility coverage on arterials. However, only 0.2% of HCT station areas and 13% of non-HCT station areas have full coverage."</p> <p>Um, no, what is shown in figure 11 is a bar chart of that....but the words are nonsense to me.</p> <p>Is there somewhere where this is made into clear benchmarks, so folks reading at home can make sense of it? What does it look like if there is 25% sidewalks on arterials - does that look like one street coming to a facility with a sidewalk? Does that look like magic, poof, sidewalks within a 10th of a mile of the facility on all sides?</p> <p>My recommendation for the plan / public would be: Draw some pictures. Refer to some actual transit stations to help people see what you mean. Please advise.</p> | Bicycle/Pedestrian | <p>General</p> <p>Thank you for your comment. We agree that it would be helpful to provide additional clarification of the data on existing sidewalks and bicycle facilities in transit station areas and will address this in the final plan.</p> |

We are Lid I-5, a volunteer community group working to reconnect communities and expand public land. Lidding urban freeways has emerged as a national best practice, with nearly 100 projects completed and planned. Locally, since 2015 we have engaged with thousands of people, raised media awareness, and received endorsements by elected leaders.

In 2020, the City of Seattle published the I-5 Lid Feasibility Study which found a lid over Interstate 5 in central Seattle up to 17 acres in size is both feasible and worthwhile for its significant public benefits. Due to the project location at the region's most intensively traveled freeway segment and the potential for regional social and economic benefits, we are requesting the project to be elevated within the 2022-2050 Regional Transportation Plan. Our recommendations are listed on the following pages.

Lidding I-5 is a win-win project that addresses several regional issues at once:

- Rebalancing the regional inequities of current freeway lids, which are primarily in affluent and low-density neighborhoods (see Figure 2). A 2018 University of California research study determined that freeway lids located in Central Seattle are more equitable than others in King County due to the greater benefits to people of diverse race and ethnicity and the prevalence of lower and more mixed incomes. As of 2020, in the Central Seattle neighborhoods bordering I-5 the population is 45% people of color, 82% of households are renters, and the median income is 25% less than Seattle as a whole.

- Improved regional through-traffic with the potential removal or relocation of ramps in Central Seattle. Some ramps are too closely spaced or have other obsolete designs that cause congestion, unsafe merging, and pedestrian safety conflicts. WSDOT leadership has indicated openness to ramp changes for the benefits of through-traffic. Further, a supermajority of 77% of Seattle voters support relocating some of the I-5

Streets/Highways

General

Thank you for your comment.

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Lid I-5

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| | | | <p>Our first request is that the I-5 lid concept be described more directly and fully in the Regional Transportation Plan. In the current draft document, lidding I-5 is only briefly mentioned without any specifics. Text from Chapter 4, page 174, under the heading “Reimagining and Repurposing Infrastructure”, reads:</p> <p>“The I-90 lids on Mercer Island and in central Seattle provide room for parks and schools, and WSDOT is currently constructing a new freeway lid at Montlake Boulevard as part of the SR 520 bridge replacement project. In recent years, similar community efforts to reimagine and repurpose sections of I-5 through central Seattle have emerged. As WSDOT and other partners work to maintain, preserve, and potentially replace aging infrastructure, PSRC should provide information about innovative national and international projects as models for these conversations.”</p> | | | |
| 9 | 9.02 | Lid I-5 | <p>This section in Chapter 4 should be expanded with more information on the existing lids, Freeway Park and the Washington State Convention Center, that provide proof of concept. This section should also explain the Central Seattle I-5 lid’s potential public benefits, local policy support, and the regional opportunities, alongside a summary of the work to-date (including the feasibility study) and the next steps needed for project development. Next steps include:</p> <ul style="list-style-type: none"> - A Downtown Seattle transportation and traffic impact study, including evaluation of potential changes to the configurations of I-5 lanes and ramps - Geotechnical explorations and assessment of site conditions - Agency alignment, sponsorship, and selection of a project governance model - Equitable community engagement and a master land use plan | Streets/Highways | Technical Correction | |
| 9 | 9.03 | Lid I-5 | <p>Relatedly, PSRC could consider listing an I-5 lid in Central Seattle as a discrete project in the RTP. At this early stage of development it may be considered “unprogrammed”, have flexibility on project sponsorship, show an approximate location as Denny Way to Madison Street, and list an estimated cost range of \$1-2.5 billion. Listing an I-5 lid in the plan could help unlock federal funding that has been specifically dedicated for freeway mitigation and would coordinate well with the Washington State Legislature’s proposed funding.</p> | Project Specific | General | <p>The board is considering revisions to the Big Ideas section of the plan. PSRC only includes discrete projects on the Regional Capacity Project list that are submitted by specific agency sponsors who take responsibility for the project, and projects must be derived from a clear planning process and have estimated project costs and other project level information for analysis purposes.</p> |

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| 9 | 9.04 | Lid I-5 | <p>Second, the Regional Transportation Plan should commit PSRC to bolder action on lidding I-5. This could include working with WSDOT and the City of Seattle to secure project funding and convening regional I-5 stakeholders to discuss opportunities and challenges during the planning process. And, given the new federal priority for mitigating the community and environmental impact of urban freeways, PSRC’s relationship with the federal government is an important asset that should be leveraged to help advance and fund the project.</p> <p>Federal interest is demonstrated by the \$1 billion Reconnecting Communities Pilot Program (H.R. 3684, 2021 Infrastructure and Investment Jobs Act, section 11509). Federal funding has played an important role in recent lid projects around the country, such as Frankie Pace Park in Pittsburgh, Klyde Warren Park in Dallas, and The Stitch in Atlanta. The USDOT maintains project profiles of innovative projects like freeway lids, including those above and others in Washington, DC, San Francisco, St. Louis, and our own Freeway Park in Seattle.</p> <p>The draft RTP suggestion for PSRC to provide information about project models is welcome but not directly helpful, because the Lid I-5 group has already been a national leader in assembling such information, as demonstrated by our website (lidi5.org/case-studies) and a published book on case studies (we can provide a copy). Similarly, many academic and technical studies have already inventoried existing lid projects and models both nationally and abroad.</p> | Streets/Highways | Board Review | This comment has been forwarded for further board review and discussion. |
| 9 | 9.05 | Lid I-5 | <p>Third, the opportunity to integrate lidding I-5 into freeway preservation work should be addressed in the Regional Transportation Plan. Text from Chapter 1, page 111, under the heading “Maintenance and Preservation in the Regional Transportation Plan”, reads:</p> <p>“Maintaining and preserving the region’s roadways – including addressing the existing backlog – is a \$28 billion investment. The needs of I-5 alone are estimated to be at least \$2.5 billion based on the most recent data available. This investment includes pavement, bridges, fish barriers electrical and other necessary preservation needs. Nearly 1/5th of the state’s total preservation needs by cost are on I-5.”</p> <p>This section should include PSRC’s support for WSDOT to receive the resources it needs to study the deficiency issues of I-5 in more depth. It should also describe the opportunity to lid I-5 in locations where major preservation, retrofit, or reconstruction occurs.</p> <p>Building lids over the current freeway in Central Seattle is feasible, but the freeway’s obsolete design and aging structures could make this challenging. It would almost certainly be more cost efficient to integrate a lid project into a larger initiative which addresses the freeway’s structural and seismic issues. Such a scenario needs further study and should be supported by PSRC.</p> | Maintenance and Preservation | General | Thank you for your comment. |

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| 9 | 9.06 | Lid I-5 | <p>Fourth, the proposed widening of I-5 at Lake City Way (project #4198) and reconstructing the Mercer Street and SR 520 Interchanges (project #4200) should both be scoped to include meaningful community mitigation such as substantial lids. While these are respectively “candidate” and “unprogrammed” projects with few details available, it is not too early to plan both the transportation and mitigation elements of these projects. It is now best practice to lid reconstructed urban freeways to address the harms of noise and air pollution, unsightly views, displacement, and disconnected neighborhoods.</p> <p>PRSC’s support of these projects should be contingent upon several principles:</p> <ul style="list-style-type: none"> - Under the “fix it first” approach promoted by USDOT Secretary Pete Buttigieg and other transportation leaders, ensure that the \$2.5 billion in deferred I-5 maintenance and preservation work is substantially funded before or alongside these two projects. - Minimize land takings and increases in the freeway footprint to no more than required for the project’s stated purpose, avoiding the destruction of homes, businesses, streets, and public parks as much as possible. - Adopt anti-displacement policies and measures for surrounding residents and businesses. - Fund major community mitigation such as substantial lids, pedestrian/bike overpasses, and reconnected streets. The land uses on lids should be determined by equitable community engagement. Lid candidate sites include Roosevelt and Green Lake, the SR 520/I-5 interchange at Eastlake and North Capitol Hill, and above the Mercer Street ramps west of I-5. <p><i>In reviewing the decades of scientific research on freeway widenings, we know their Dear members of Transportation Policy Board and PSRC staff,</i></p> | Project Specific | General | <p>Thank you for your comment. PSRC as a regional body does not have a role in mitigation or specific engineering or design issues at the individual project scale. We will share this comment with WSDOT as the sponsor of the projects in question.</p> |
| 10 | 10.01 | <p>Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition</p> | <p>Thank you for the opportunity to provide public comment on the Regional Transportation Plan. Our organizations jointly have provided the comments below in an effort to increase the plan’s impact on the equity, sustainability, health, and safety of our system.</p> <p>As you review the plan and these comments, we urge you to make changes that maximize the impact PSRC can make - including analysis research and resources, changes to funding to align with goals, and institutional organizational change. Excellent policy direction is critical, but the teeth that PSRC has to effect change are relatively few.</p> <p>We have divided our comments into issue sections, but obviously there is significant overlap between climate, equity and safety. We request numerous concrete work plan actions be added to the plan so that next steps from the plan are clear.</p> | General Support for Plan | General | <p>Thank you for your comments.</p> |

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| 10 | 10.02 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <p>CLIMATE</p> <p>Climate change is one of the single largest threats we face, and managing and improving transportation is one of the biggest opportunities to help avert climate disaster. We strongly recommend using all the tools PSRC has - particularly through funding allocation - in order to ensure each additional dollar we put into infrastructure is in service of this goal.</p> <p>We urge you to:</p> <ul style="list-style-type: none"> ● Require all projects seeking PSRC funding to calculate their anticipated GHG emissions. | Climate/Environment | General | PSRC already evaluates each and every project submitted into the project selection competitions for PSRC's federal funds for emission impacts, including greenhouse gases. |
| 10 | 10.03 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● Require PSRC funding rounds to have GHG reduction targets. | Climate/Environment | Board Review | This comment has been forwarded to the board for consideration. |
| 10 | 10.04 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● Require all PSRC-funded projects to have a plan to reduce VMT. | Climate/Environment | Board Review | This comment has been forwarded to the board for consideration. |
| 10 | 10.05 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● The plan focuses heavily on per capita or per household VMT. Please include more on total VMT to understand actual regional impact (of both climate, safety, and other VMT related issues). | Climate/Environment | Technical Correction | Information on total VMT is included in the SEPA addendum that will be released in April; this information will also be added to the System Performance appendix of the plan. |

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| 10 | 10.06 | <p>Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition</p> | <ul style="list-style-type: none"> ● Hire a climate justice specialist. Climate planning requires great understanding of impacted communities. | Climate/Environment | General | Thank you for your comment. |
| 10 | 10.07 | <p>Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition</p> | <ul style="list-style-type: none"> ● Include the interim 2030 climate goal, which is also in VISION, and any associated actions needed to meet it. Adding the 2030 goal, consistent with VISION and PSCAA goals will enable us to measure progress towards the 30 year goal and adjust as needed | Climate/Environment | Board Review | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 10 | 10.08 | <p>Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition</p> | <p>EQUITY</p> <p>PSRC has made substantial changes to institutionalize racial and social equity at the organization. We recommend building on that work to ensure those changes are operationalized in policies, funding distribution, and decision making.</p> <p>We urge you to:</p> <ul style="list-style-type: none"> ● Remove the term "vulnerable users". The populations (people of color, disabled, youth, elderly) or modes you mention (people walking and biking) are not vulnerable - they are the subject of systemic oppression or are made vulnerable by being forced to use unsafe networks. Therefore, we ask you to be explicit about the populations or modes you are describing | Equity | Technical Correction | Thank you for your comment. We will address this in the final plan |

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| 10 | 10.09 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Remove the term "special transportation" - the AP style guide recommends against using "special" as a euphemism for disability. Remove the term "special transportation" | Equity | Technical Correction | <p>The draft Regional Transportation Plan defines people with special transportation needs as follows: people who have difficulties transporting themselves due to their age, income, or ability. This includes youth, older adults, people with low incomes, and people with disabilities. Also, the plan defines transportation options available to these populations as "specialized transportation."</p> <p>We agree this is an important issue and will do some more in-depth work on what our community partners would like PSRC to use in terms of the terminology. We will consider including the new or revised terms in the next update to the regional transportation plan and/or address them in a future work program.</p> |
| 10 | 10.10 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Include the commitment for the Equity Advisory Committee's feedback to be incorporated into the project selection framework. | Equity | General | <p>Thank you for your comment.</p> |
| 10 | 10.11 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Include a commitment to analyze the equity of current transportation funding and create clear criteria for determining whether transportation funding is distributed equitably—for transit as well as for all modes. | Equity | General | <p>The draft Regional Transportation Plan contains a commitment to analyzing the equity of current and future transportation funding. Please refer to the "Advancing Equity Through Transportation" and "Policy Framework for PSRC's Federal Funds" sections of the plan for further information.</p> |
| 10 | 10.12 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Equity analysis should include air quality and pollution exposure for communities of color and low-income populations. | Equity | General | <p>Thank you for your comment. We continue to work with partner agencies such as the Puget Sound Clean Air Agency on our air quality work program, and continue to improve our data collection and analyses. We have committed to utilize data such as that found in the Washington Environmental Health Disparities map in our planning efforts.</p> |

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| 10 | 10.13 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Equity analysis should include acknowledgement of risks from increased air pollution from new highway projects in the regional capacity list. | Equity | General | Thank you for your comment. |
| 10 | 10.14 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> There was robust conversation at the Transportation Policy Board around equity concerns relating to reliance on enforcement for safety. Please include a discussion of the disproportionate impacts of enforcement on communities of color, failure to do so is worrisome. | Equity | General | The board is considering amendments related to safety. |
| 10 | 10.15 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Analysis for benefits/impacts of RTP on people of color and low-income people should include displacement. Given that the geographic distribution of race is challenging to predict, consider showing two possible futures - with and without displacement mitigation. That will hammer home the importance of implementation. Currently the plan (except buried deep in the equity analysis) proclaims that these populations will be exceptionally well served by new infrastructure, rather than acknowledging the possibility that they may not be. | Equity | General | Thank you for your comment. |
| 10 | 10.16 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <p>MOBILITY/ ACTIVE TRANSP</p> <p>Investment in biking, walking, and rolling infrastructure is not only critical to meeting climate goals, but instrumental in providing opportunity for nondrivers, improving safety and health for all, and reducing ambient air and water pollution. These are all key regional objectives, but our investments do not match our priorities.</p> <p>We urge you to:</p> <ul style="list-style-type: none"> Require 75% of all funding within each PSRC funding round to be targeted to transportation improvements for bike/walk/transit/roll investments in transit sheds and growth centers, consistent with VISION 2050's 65/75 policy. | Project Selection | Board Review | The board is considering amendments to PSRC funding processes. |

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| 10 | 10.17 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● Retrofits are common in order to fix broken networks that resulted from highway infrastructure. Develop a policy that ensures adequate bike/walk/transit/roll infrastructure is required in each regional capacity project and included in the project description. | Bicycle/Pedestrian | Board Review | This comment has been forwarded to the board for their consideration. |
| 10 | 10.18 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● Hire ADA transition plan coordinator. | Bicycle/Pedestrian | Board Review | This comment has been forwarded to the board for their consideration. |
| 10 | 10.19 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● Commit to analysis of ADA transition plans, and identify a funding source to support A | Bicycle/Pedestrian | Board Review | This comment has been forwarded to the board for their consideration. |
| 10 | 10.20 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● Include a plan to support funding a complete sidewalk network (on arterials in population centers at a minimum) by 2050. | Bicycle/Pedestrian | General | Thank you for your comment. |

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| 10 | 10.21 | <p>Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition</p> | <ul style="list-style-type: none"> ● Recommit to updating the Active Transportation Plan—beyond Regional Capacity Projects—to connect the region by walking, biking, and rolling. | <p>Bicycle/Pedestrian</p> <p>General</p> <p>Under coordination with PSRC's Bicycle/Pedestrian Advisory Committee, bicycling and pedestrian needs were elevated and incorporated into the draft RTP document, rather than simply being in a separate document included as an appendix. This includes a Bicycle/Pedestrian section in the draft plan, as well as addressing the nonmotorized access to transit needs in the Transit section of the plan, and the bicycle/pedestrian issues identified in the Safety section of the plan. These are critical elements of the plan that will continue to be incorporated, and are also part of PSRC's transportation system data visualization tool and ongoing data collection efforts.</p> |
| 10 | 10.22 | <p>Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition</p> | <p>SAFETY</p> <p>Traffic injuries and fatalities remain unacceptably high, with people biking, walking and rolling at great risk, as well as people of color, people with disabilities, and people experiencing homelessness overrepresented in crashes. Rather than rely on enforcement, we should be investing in safe infrastructure to keep all users safe.</p> <p>We urge you to:</p> <ul style="list-style-type: none"> ● Direct an update of the PSRC project selection criteria to increase points for projects that address safety issues for people biking, walking and rolling at great risk, as well as people of color, people with disabilities, and people experiencing homelessness. | <p>Safety</p> <p>General</p> <p>PSRC's project selection criteria were recently updated to improve and expand safety, including for the most vulnerable populations.</p> |
| 10 | 10.23 | <p>Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition</p> | <ul style="list-style-type: none"> ● Incorporate the PSRC-adopted performance goal of zero deaths by 2030 into the plan and develop accountability mechanisms for how the region is or is not meeting that goal. | <p>Safety</p> <p>Board Review</p> <p>This comment has been forwarded to the board for consideration.</p> |

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| 10 | 10.24 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● As a specific next step articulated in the plan, formally adopt a Safe Systems Approach, rather than continue to discuss it. This would align the RTP with the Federal National Road Safety Standards which commit to the Safe Systems approach. | Safety | Board Review | This comment has been forwarded to the board for consideration. |
| 10 | 10.25 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ○ Require Safe Systems Approach to be used for all projects moving forward. | Safety | Board Review | This comment has been forwarded to the board for consideration. |
| 10 | 10.26 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> - Require any PSRC-funded bikeway project to be built to an “all ages & abilities” standard, meaning trails, barrier-protected bike lanes, 15 mph neighborhood greenways, and protected intersections. ■ Commit to develop a play by which this is a measurement of a minimum standard for what qualifies as bike (and therefore multimodal) | Safety | Board Review | This comment has been forwarded to the board for consideration. |
| 10 | 10.27 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ○ Include ADA transition plan analysis and funding as part of safety. | Safety | Board Review | This comment has been forwarded to the board for consideration. |

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| 10 | 10.28 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> o Use the USDOT's Transportation Safety Planning and the Zero Deaths Vision Guide for MPOs and Local Communities. Commit to seeking funding from the Safe Streets and Roads Fund, which was included in the federal Infrastructure package, to develop the plan. | Safety | Board Review | This comment has been forwarded to the board for consideration. |
| 10 | 10.29 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● The plan states that all multimodal projects increase safety. Commit to developing a framework by which the safety, VMT and GHG impact of individual PSRC-funded projects can be measured. | Safety | General | PSRC already evaluates each and every project submitted into the project selection competitions for PSRC's federal funds for emission impacts, including greenhouse gases. Safety is also already a stand-alone criterion in the project selection process. However, it is important to note that PSRC does not have a role in reviewing or monitoring project-level design issues or mitigation measures that are implemented after funding. |
| 10 | 10.30 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <p>FINANCIAL PLAN</p> <p>The success of the plan, and meeting regional objectives hinges on a successful financial strategy. It also hinges on the region making the best use of our dollars towards meeting those same objectives.</p> <p>We urge you to:</p> <ul style="list-style-type: none"> ● Include a better explanation of the regional project list in the body of the plan - what it is, what its significance is, what it is used for, what the prioritization score is and how it is used. | Financial Strategy | Technical Correction | Thank you for your suggestion. PSRC will look for appropriate places to highlight and explain the Regional Capacity Project List. |
| 10 | 10.31 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● Commit to a plan to revisit prioritization and how it should be used to ensure our dollars are spent only on projects that meet our regional objectives. | Financial Strategy | Board Review | Thank you. This issue will be presented to the board for further discussion and direction. |

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| 10 | 10.32 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● Maintain a commitment to a Road Usage Charge (RUC or VMT fee or per-mile fee) that can be spent on multimodal projects. | Financial Strategy | General | Thank you for your comment. |
| 10 | 10.33 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● Plan should acknowledge the current RUC rate under consideration and demonstrate how that would change financial and VMT/GHG assumptions in the plan. There is some inconsistency in how reasonable the financial assumptions are, and we need to ensure that we are as realistic as possible. ○ “The financial plan identifies a menu of new revenue options that can be reasonably assumed to be available in the future ” and “Difficult legislative decisions will have to be made at a variety of levels to make these new revenues a reality. ” paint very different pictures of feasibility | Financial Strategy | Technical Correction | Thank you for the suggestion. The final plan will contain additional references to the challenges ahead. |
| 10 | 10.34 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <p>ACCOUNTABILITY & TRANSPARENCY</p> <p>How the plan is implemented and operationalized, how the public is engaged, and how all the plans work together is just as critical as the content.</p> <p>We urge you to:</p> <ul style="list-style-type: none"> ● Staff in conjunction with PSRC leadership should develop a list of recommended policy changes to project selection funding framework based on updated RTP to be teed up and discussed by Project Selection Task Force. | Other/Miscellaneous | General | Thank you for your comments. PSRC's boards will identify priority issues to consider in the 2024 project selection process. |
| 10 | 10.35 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> ● ‘What’s Ahead?’ Action items should identify when PSRC owns something or what PSRC’s role is. | Other/Miscellaneous | Technical Correction | Thank you for your comments. PSRC staff will seek to identify PSRC's roles and responsibilities in the plan's action items. |

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| 10 | 10.36 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Update the data display throughout the plan to be consistent and use absolute numbers. Percentage changes are meaningless without the broader context (e.g. % change in road miles given on p. 66), and inconsistent with total system miles given for other modes (e.g. light rail). Use a standard metric for breaking down population access and use of transportation modes; not percentages. Absolute trip numbers, VMT or mode share are standard metrics that give a real picture of the overall transportation system, how it is used, and how both will change over the plan lifetime. | Performance Measures | Technical Correction | The addition of totals for some metrics will further enhance the understanding of the metrics related to the Plan and we will look at ways to incorporate both total values and percentages where applicable. |
| 10 | 10.37 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Encourage jurisdictions to create a package 4-year early implementation plan of their combined ADA Transition, Bike Master Plans, Pedestrian Master Plans, Safe Routes to School/Parks Plans, Complete Streets Programs, and Vision Zero Plans into fundable projects that can seek funding through the Regional Transportation Priorities Framework as regional capacity projects. | Bicycle/Pedestrian | General | Thank you for your comment. |
| 10 | 10.38 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Given the major shift in VISION 2050 policies and the big horizon shift, please explain why no EIS was done on the RTP. The last EIS for the RTP was completed in 2010; meaningful policy changes have occurred since then, including adoption of the Centers Framework; transit capacity increases including ST2 and ST2 implementation; and Puget Sound Clean Air Agency climate targets (for both 2030 and 2050). | Other/Miscellaneous | General | Thank you for your comments. The SEPA addendum being prepared for this RTP update not only builds on previous environmental impact statements for the transportation system, but also the Supplemental EIS completed in 2020 in support of VISION 2050. The policy changes and transit capacity noted were included in that 2020 VISION 2050 environmental analysis. |
| 10 | 10.39 | Cascade Bicycle Club; Disability Rights Washington, Disability Mobility Initiative; Downtown On the Go; Futurewise; Transportation Choices Coalition | <ul style="list-style-type: none"> Add interim performance measures to assess progress towards the goals laid out in Vision 2050, including mode shift. <p>Sincerely, Cascade Bicycle Club Disability Rights Washington, Disability Mobility Initiative Downtown On the Go Futurewise Transportation Choices Coalition</p> | Performance Measures | General | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 11 | 11.01 | Salmon-Safe | p. 147 of RTP Draft, Add text at the end of the sentence: "Salmon Safe offers standards and certification for transportation infrastructure." Add to end: "projects that exceed regulatory mandates for the protection of water quality and habitat, providing an incentive for environmentally innovative infrastructure development projects." | Water Quality | Technical Correction | The document will be updated to reflect this suggestion. |

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| 11 | 11.02 | Salmon-Safe | p. 147 of RTP Draft, Add the following text to the beginning of the sentence on line 9 of the last paragraph that starts "A developer integrated...": "In partnership with Salmon Safe, The Nature Conservancy, and other partners, a developer integrated..." | Water Quality | Technical Correction | The document will be updated to reflect this suggestion. |
| 11 | 11.03 | Salmon-Safe | p. 147 of RTP Draft, Delete text "a new building's" from line 10 of the last paragraph and replace with "a development project's". | Water Quality | Technical Correction | The document will be updated to reflect this suggestion. |
| 12 | 12.01 | ULI NW TOD Council | <p>I appreciate the opportunity to provide comments regarding Vision 2050 and the Regional Transportation Plan.</p> <p>I would like to compliment the PSRC leadership, elected officials and staff for their excellent work to produce a regional vision and transportation plan that integrates a wide variety of public policy goals established at the local, county and state levels.</p> <p>I also fully support the vital PSRC role, articulated in these plans, to monitor regional and specific local growth targets and their implementing policies. PSRC's technical assistance to jurisdictions to meet established goals for population and job increases using the Vision 2050 framework, county-wide planning policies and other public policy objectives, has been and will continue to be extremely important.</p> <p>Vision 2050 takes its population projections using state, county and cities data sets to establish an overall goal of 1.5 million population increase by 2050 as outlined on Page 30 and Figure 6- Population Growth by Regional Geography and County, 2017-50. This figure may be conservative given the State's Office of Financial Management (OFM) projections which use a range of estimates in their modeling, Jurisdictions often use the "middle" OFM estimate for their targets. Given potential adverse impacts of climate change on other parts of the United States, the Pacific Northwest may be an attractive location for in-migration which may skew to the OFM "high" population projections.</p> <p>Local elected officials will need to be much more committed in their leadership related to land use planning, zoning density increases, Infrastructure investments and urban design policies for the region to fully meet the goals established on page 25:</p> <p>[DOUBLE CLICK TO READ FULL COMMENT]</p> | Growth Management | General | Thank you for your comment. PSRC works closely with countywide organizations in the process to develop local growth targets underlying local comprehensive plans. PSRC is in the process of developing a series of guidance documents to assist local jurisdiction in updating their land use plans to ensure consistency with VISION 2050, and will provide resources and technical assistance that emphasize the local role in implementing regional policy and achieving regional goals. |

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| 12 | 12.02 | ULI NW TOD Council | <p>It is my recommendation that the Vision 2050 plan should define the components and expectations for preparation of "station area plans" and include references to best practices for jurisdictions both within the region and the United States for station area planning principles and practices. In fact, some Metropolitan Planning Offices and/or transit agencies have established station area templates and data sets and host webpages devoted solely to making information on each high capacity station their region easily accessible. Given the importance that Vision 2050 places on increased development surrounding transit stations, providing complete land use information on those areas targeted for growth will serve to increase the visibility of properties available for commercial, residential and other uses.</p> <p>For instance, Los Angeles County provides land use policy maps on each of their TOD districts: https://planning.lacounty.gov/tod/maps</p> <p>The Dallas Area Rapid Transit (DART) has a template of consistent information on land uses surrounding each station: https://www.dart.org/about/economicdevelopment/factsheets/bayloruniversitymedicalcenter.pdf</p> <p>The Bay Area Regional Transit has developed a rating system for the readiness of TOD investment surrounding each of their stations: https://www.bart.gov/sites/default/files/docs/BART%20TOD_Workplan_Appendix_FINAL_2008_14.pdf</p> | Growth Management | General | <p>Thank you for your suggestions and useful examples. PSRC is in the process of developing a series of guidance documents to assist local jurisdiction in updating their land use plans, and will provide resources and technical assistance that emphasize the local role in implementing regional policy and achieving regional goals. This will include data and information on station area planning and transit-oriented development. PSRC's standing Regional TOD Committee will also help develop resources, tools, and information for effective station area planning and tools to achieve equitable TOD.</p> |
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| 12 | 12.03 | ULI NW TOD Council | <p>Comments on the Regional Transportation Plan</p> <p>The Regional Transportation Plan (RTP) projects a 300% increase in boardings based on an unprecedented and substantial investment in the next 30 years in public transportation; see Page 30</p> <p>“Plan Outcomes: Planned investments that expand and integrate the high capacity transit system and improve multimodal access to the public transit system result in a projected tripling of transit boardings from 2018 levels (see Figure 7). “</p> <p>I recognize that the plan needed to establish a baseline (2018) upon which to base its projections and the plan also acknowledges on page 26 the adverse impact of the pandemic on transit ridership:</p> <p>In 2020, the COVID-19 pandemic disrupted this growth in regular transit boardings as the region responded to a stay-at-home order, rising unemployment, and a dramatic increase in telecommuting by employees who could work from home. By early April 2020, WSDOT's Transit COVID-19 Transportation System Reporting dashboard indicated that the regular transit ridership in the region was down 74% on average across transit agencies compared to the previous year. Transit agencies in the region responded to this public health emergency in a variety of ways to maintain a safe operating environment with reduced demand and vehicle capacity. The pandemic dramatically highlighted that certain corridors and areas within the region had higher reliance on regular transit to meet daily needs, even with pandemic travel restrictions. By 2021, with the rollout of vaccines and partial reopening of the region, regular transit boardings showed a slow rebound, but remained at a fraction of the boardings in prior years.”</p> | Transit | General | <p>Thank you for your comment. As the draft RTP notes relating to the pandemic (page 13), the RTP is not a static document. PSRC is committed to monitoring changing travel patterns and will incorporate adjustments to travel patterns, including transit in future plans.</p> |
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To Whom It May Concern:

The City of Edgewood has concerns regarding Washington State Department of Transportation (WSDOT) Project #5344 -SR 161/36th to Vicinity 24th St E. Found on Page 171 of the Draft Regional Transportation Plan's Appendix D, this project completes widening of Meridian Ave E (SR 161) from three to five lanes south of 24th St E to 36th St E, an estimated cost of \$33,074,148, and would include intersection and access control improvements. While the project is listed with a MTP Status of "Approved" and prioritization score of 41, it currently has a listed completion year of 2037.

[DOUBLE CLICK TO VIEW FULL COMMENT]

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| 13 | 13.01 | City of Edgewood | Reviewing Appendix D for other projects sponsored by WSDOT Olympic Region, the following have a completion date sooner than 2037, with a MTP Status lower than "Approved", lower prioritization score, and/or higher estimated project cost than the aforementioned project: ID# 497, 1812, 1832, 3618, 4180, 4181, 4183, 4185, 4243, 5440, 5678 | Project Specific | General |
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This list represents nearly \$750 Million in estimated costs. Given each of these projects' apparent lower status and/or ranking, our City is troubled that these projects would be prioritized, funded and programmed for completion several years before Project #5344.

Also, we noted there is nothing included in this draft plan for the segment of SR 161 (Meridian Ave E) between 36th St E and the City of Puyallup. This segment was identified in the WSDOT Olympic Region's Route Development Plan (January 1997) as needing at least two lanes in each direction. In recent years the condition of the road

Thank you for your comment. Please note that PSRC does not set the schedules or priorities for individual projects; information on timing and budgets is provided by each individual project sponsor, in this case the Washington State Department of Transportation. Regarding the section of SR 161 you reference, project #5344 provides improvements along SR 161 between 36th and 24th St. E.

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| 14 | 14.01 | Move Redmond | Move Redmond Comments on PSRC's Regional Transportation Plan 2050 Thank you for the opportunity to comment on the Puget Sound Regional Council's 2022-2050 Regional Transportation Plan. Move Redmond is the non-profit advocate for better biking, walking, and transit in Redmond. We represent the 100,000 people who go to work and school in Redmond. We advocate for more affordable bus passes, frequent bus service, accessible sidewalks and crosswalks, and protected bike lanes and trails that make it easy to reach Redmond from across the region. | General Support for Plan | General |
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The 2022-2050 Regional Transportation Plan is a pivotal document to achieving Puget Sound's climate and safety commitments and building a more equitable and inclusive community.

This Regional Transportation Plan update has the opportunity to be a model for the rest of Washington State and the country. This document can show a way forward and highlight the tough choices and investments we need to make to reduce our climate emissions, address the pedestrian safety crisis, and make the opportunities in Puget Sound accessible to all.

Thank you for your comments.

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| | | | To achieve those goals, we believe the plan could be strengthened with the following changes: | | | |
| 14 | 14.02 | Move Redmond | - Enact Interim Plan Delivery Goals – Interim plan delivery goals for 2030 and 2040 are necessary to guide PSRC’s investments, keep these goals tangible to the PSRC board members, and ensure these investment decisions are achieving our climate and safety goals. Many of our member organizations have set ambitious climate goals for 2030 and 2040 and PSRC can join them with this plan. | Climate/Environment | Board Review | The board is considering an amendment to add an interim year analysis to PSRC’s work program. |
| 14 | 14.03 | Move Redmond | - Commit to Ambitious Safety [...] Performance Measures – Pedestrian deaths have increased 27% in the last decade. [...]The RTP must set forth a plan to guide PSRC’s investments to achieve zero deaths on our streets[...] This will match the commitments made by communities like Redmond and Washington State. | Safety | Board Review | This comment has been forwarded to the board for consideration. |
| 14 | 14.04 | Move Redmond | - Commit to Ambitious [...]Climate Performance Measures – 36% of King County’s GHG emission come from transportation. The RTP must set forth a plan to guide PSRC’s investments to [...] decarbonize our transportation system. This will match the commitments made by communities like Redmond and Washington State. | Climate/Environment | General | The draft plan lays out a plan via the Four-Part Greenhouse Gas Strategy to reduce emissions from on-road transportation, including significant efforts to decarbonize the transportation system. The plan identifies action steps and partnership efforts to advance this work and achieve the desired outcomes. |
| 14 | 14.05 | Move Redmond | - Plan for Surge of Investment in Pedestrian and Bicycle projects by 2030 – To build out an accessible network of sidewalks and safe bike lanes paths, PSRC needs to front load its investments in pedestrian and bicycle projects. Committing to an Active Transportation Plan that ambitiously invests PSRC’s annual allocation of \$300 million into projects that make is easy to walk, bike, and bus by 2030 is essential to meeting our climate safety and accessibility goals. We want to thank PSRC staff and the Transportation Policy Board for their work and effort to shape this document. Thank you for taking these comments into consideration. Move Redmond would be happy to share more or answer any questions on these comments. Please reach out to Kirk@moveredmond.org. | Bicycle/Pedestrian | General | Thank you for your comment. |
| 15 | 15.01 | 43rd Democrats Environmental Caucus | Kirk Hovenkotter, Executive Director Move Redmond We have recently studied the entire draft report. We thank you for the work you’ve put into it, and we think the main thrust of the Plan, and particularly the values of equity and climate mitigation that are espoused by the Plan, are right on target. We do have concerns over whether the Plan as currently laid out completely lives up to these values. | General Support for Plan | General | Thank you for your comments. |

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| 15 | 15.02 | 43rd Democrats Environmental Caucus | <p>Greenhouse Gas Reductions</p> <p>The Plan is the first one I've seen that has done the modeling and projections to support the goal of 83% reduction in greenhouse gas emissions (GHG) by 2050. This is a huge step forward. However, it does nothing to suggest or confirm that we will meet our more immediate target of 50% reduction by 2030, which is less than 8 years away. The Plan is laid out so that the major GHG reductions come towards the end of the period through a combination of reducing demand via a road usage charge (RUC) and conversion to electric vehicles (EV). At the same time, the road widening changes outlined in Appendix G are likely to come more towards the beginning of the time period, before there has been much EV adoption. So it looks like we are continuing to increase VMT over the short term, and we are more or less hoping that over the longer term we will adopt changes that will somehow make up for it. This seems like magical thinking, and the Plan should include an analysis that shows how we can meet our 2030 goal as well as our 2050 goal. A wedge diagram similar to the one on p. 54 of the King County Climate Action Plan would be very helpful.</p> | Climate/Environment | General | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 15 | 15.03 | 43rd Democrats Environmental Caucus | <p>The Plan outlines two main mechanisms for how it will make an 83% reduction in GHG by 2050: first, a reduction in VMT, and second, electric vehicle (EV) adoption. EV adoption has begun, but it will be a long time before they are a substantial portion of the cars on the road, and quite likely even longer before high-mileage vehicles are converted. We see EV adoption as being necessary but not sufficient, not least because although EVs do not release emissions in operation, they cause substantial emissions in production. A continued reliance on cars as the primary method of transportation in suburbia leads to sprawl, which is very expensive to maintain. Reduction in VMT is critical, as is clearly called out in the King County Climate Action Plan. However, the only policy we see in the plan that would reduce VMT is the possible adoption of a RUC, sometime after about 2035. This is too late. There needs to be a near term focus on state advocacy to put a plan in place that allows both flexible funding and local revenue options. We see RUC as being a pivotal change we would like to see as soon as possible, ideally by 2025, but we also believe that more effort needs to be paid to other ways of reducing VMT, in addition to RUC, to increase the odds of success.</p> | Climate/Environment | General | The RTP is fundamentally supporting the future as laid out in VISION 2050, calling for focused growth in compact communities and around high capacity transit. The plan includes a significant expansion of both the high capacity transit network and local transit service, as well as a focus on providing nonmotorized access to transit and completing a network of sidewalks, bicycle lanes and trails. These are two foundational elements to reduce the need for driving, in addition to the pricing mechanisms reflected in the plan, one of which is a transition to a road usage charge in the future. |
| 15 | 15.04 | 43rd Democrats Environmental Caucus | <p>We believe that the Plan should call for a regular review, more frequent than the 4-year Regional Transportation Plan update cycle, of transportation-related GHG emission levels. We need to be reviewing the emission levels, and comparing them against progress to our reduction goals every six months so we can adopt course corrections as needed.</p> | Climate/Environment | General | PSRC's analysis is of on-road transportation only, and is based on the transportation network and operations, land use patterns, vehicle technology and travel behavior. It takes years for projects to be implemented and land use patterns to change, and PSRC evaluates the network from today into the 20+ year future. There would be no data available to conduct an analysis every six months. |

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| 15 | 15.05 | 43rd Democrats Environmental Caucus | <p>Roads</p> <p>The road widening projects are another source of concern. The widening is part of an effort to reduce congestion, but we know from induced demand that the extra capacity will lead to increased traffic, and thus this effort will not be successful – as Roger Millar, WSDOT director, so eloquently explained in his State of Transportation presentation. However, one thing we know it will do is increase GHG, since it will enable more single occupancy vehicles through these bottlenecks. A 5% increase in these lane miles will lead to more than a 5% increase in GHG as it enables trips that extend well beyond the bottlenecks. We should be looking to get the most we can out of the existing roads by offering more high capacity bus service along dedicated lanes on routes with congestion. That would move many more people while decreasing GHG; the current plan looks like the business as usual path that will make it impossible to meet our GHG reduction goal.</p> | Streets/Highways | General | <p>The RTP is fundamentally supporting the future as laid out in VISION 2050, calling for focused growth in compact communities and around high capacity transit. The plan includes a significant expansion of both the high capacity transit network and local transit service, as well as a focus on providing nonmotorized access to transit and completing a network of sidewalks, bicycle lanes and trails. These are two foundational elements to reduce the need for driving, in addition to the pricing mechanisms reflected in the plan, one of which is a transition to a road usage charge in the future. These components, along with the plan to decarbonize the transportation system, make significant progress to meeting the region's climate goals by 2050, as detailed in the climate section of the plan.</p> <p>Please also note the roadway projects in the plan provide support for on-road transit bus and freight movement throughout the region.</p> |
| 15 | 15.06 | 43rd Democrats Environmental Caucus | <p>We think there should be a faster timeline for adoption of road usage charges. This is critical, because it is the only major strategy in the plan that will reduce VMT, and one of only two strategies to reduce greenhouse gas emissions. We are happy that you are supportive of RUC, as we agree that it will be critical both for demand management and for transportation funding.</p> <p>We are glad that the Plan calls for the flexible use of these funds for transportation, unlike the limitations on our current gas tax. We agree that local jurisdictions, like PSRC and our counties and cities, should be able to levy their own RUC surcharges to pay for their own transportation needs. We think that addressing equity concerns will be key to gaining adoption of RUC. The PSRC should be lobbying the state for a more aggressive timeline on RUC that includes flexible spending and local options.</p> | Financial Strategy | General | <p>Thank you for your comment. The final plan will place greater emphasis on the importance, characteristics, and role of a RUC in the RTP financial strategy.</p> |
| 15 | 15.07 | 43rd Democrats Environmental Caucus | <p>Road maintenance continues to be underfunded, a problem that the Plan clearly calls out, but does not address. It would be helpful for the Plan to specify how much spending is required for road maintenance. We should use this as the baseline for spending on roads, and only new road projects once the basic maintenance needs of our existing roads have been taken care of.</p> | Maintenance and Preservation | General | <p>Thank you for your comment. Appendix C (pgs. 4-7) indicates the total projected cost for city and county roadway maintenance and preservation, broken down by category: Pavement preservation (\$20 B), Stormwater Drainage (\$5 B), ITS (\$3.5 B), Bridges, Culverts, and Other Structures (\$5 B). The plan indicates that Maintenance and Preservation is a top priority.</p> |

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| 15 | 15.08 | 43rd Democrats Environmental Caucus | <p>There is a lot of reliance on EV adoption in order to meet the 83% reduction goals. The Plan should clarify its assumptions about EV adoption, with graphs showing new vehicle adoption rates and fleet level rates of adoption over time. Both the level of adoption, and the timing are critical points that we need to understand and monitor with respect to our climate goals.</p> | Climate/Environment | General | <p>PSRC is working with partners such as the Regional EV Collaborative and other state efforts to provide additional detail on current EV trends, necessary infrastructure, and other technical assistance and data in order to advance the adoption of EVs as quickly as possible. Significant work is underway on this topic, and rapid advancement is happening in both the public and private sectors.</p> |
| 15 | 15.09 | 43rd Democrats Environmental Caucus | <p>Personal vehicle electrification and infrastructure should be targeted to those who live in more rural areas who will not have other options. A recent report from Coltura can serve as a guide for identifying “superusers” of gasoline and developing policies which will transition them to EV as quickly as possible (https://www.coltura.org/gasoline-superusers). If the top 20% of gasoline uses switched to EV we could meet our 2030 transportation climate goals.</p> | Climate/Environment | General | <p>Thank you for your comment.</p> |
| 15 | 15.10 | 43rd Democrats Environmental Caucus | <p>Transit</p> <p>The Plan details a major expansion in transit service. This is exactly what we need for the climate, since it will reduce pollution from automobiles. And it is what we need for better equity too. As the Plan makes clear, 26% of people in the State cannot drive, and these numbers will go up as the population ages, and as fewer young people want to drive. Moving people by transit is much more efficient and cost effective than maintaining a road system that is continually growing and yet remains completely congested. The Plan should identify highly congested roads as a target for high capacity bus service on dedicated bus lanes.</p> | Transit | General | <p>Thank you for your comment.</p> |
| 15 | 15.11 | 43rd Democrats Environmental Caucus | <p>We recommend that all counties should have a base level of funding for transit operations. This is critical for equity. Under the current system, some of the areas that should have the highest transit ridership have some of the lowest levels of actual transit service, simply because there are fewer tax dollars in their county. The region should be lobbying the state for this. The region could also investigate the possibility of raising funds within its own area for this redistribution.</p> | Transit | General | <p>Thank you for your comment.</p> |

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| 15 | 15.12 | 43rd Democrats Environmental Caucus | <p>Aviation</p> <p>We support the fact that the Plan does not call for a new airport in the region. However, we do not believe that the region should, as the report says, support the State in its goal to establish new airports elsewhere. This is an area where we do not think that we should scale the supply to meet increasing demand. Air traffic is very carbon intensive, and we should not do more of it until we are able to fly without harming the climate.</p> | <p>Aviation</p> <p>General</p> <p>Thank you for your comment.</p> |
| 15 | 15.13 | 43rd Democrats Environmental Caucus | <p>Rail</p> <p>We believe that expanding Amtrak Cascades is a key strategy for reducing both GHG and congestion, and could as well play an important role in reducing airport congestion. The PSRC could be a strong advocate with the State for increasing and improving the Amtrak Cascades service and routes. We would like to see assurance that the “high growth scenario” from the August 2020 WSDOT Rail plan is being pursued (https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf p46-49). It shows that Amtrak can deliver about 2.4 million passenger trips by 2032, 2.5 million by 2040. Developing an up to date reliable intercity high speed rail which serves many communities is the type of common sense investment which can help reduce VMT in the near term (by 2030’s) and beyond. Having a modern intercity rail service connected with transit at all stops creates a viable mobility option that is attractive for a growing region.</p> | <p>Intercity Rail and Bus</p> <p>General</p> <p>Thank you for your comment. PSRC and the region’s stakeholders will continue to collaborate with WSDOT on implementation of its Rail Plan, including improvements to intercity rail throughout the region.</p> |
| 15 | 15.14 | 43rd Democrats Environmental Caucus | <p>We would like to see a goal (and steps to achieve it) such that freight is increasingly moved by rail in preference to road. Rail is easier to electrify, and even when this is not possible, it takes less energy to move goods by rail. Moving freight to rail will also improve safety and air quality as well as reducing maintenance costs, since heavy trucks cause a lot of the damage to roads and bridges. The Plan should include a discussion of some of these tradeoffs.</p> | <p>Freight</p> <p>General</p> <p>Thank you for your comment. The determination of whether to move freight by ship, rail, or truck - or a combination of those modes - is made by the shipper based upon a variety of factors that include the type of cargo to be transported; the modes that serve the cargo’s origin, destination, and the most efficient route between them; and the relative cost and availability of the different mode options, which are generally operated by private carriers. However, the ports and local/state jurisdictions do plan and implement projects that improve the viability of rail as a mode option, including improvements to ship-rail intermodal facilities and railroad grade separations. We will review the plan document for the opportunity to clarify these considerations.</p> |

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| | | | Intelligent Transportation Systems | | | |
| 15 | 15.15 | 43rd Democrats Environmental Caucus | Intelligent Transportation Systems are important for helping the transportation system operate more efficiently and effectively. We have a few suggestions for additions to those sections. For "Communication Tools" (page 94) note that traveler information tools also help travelers to plan trips. | Emerging Technologies/ITS | General | Thank you, we will make this addition. |
| 15 | 15.16 | 43rd Democrats Environmental Caucus | For this sentence on p 101 "Within the current landscape, the bulk of investment in the research and development of emerging technologies is occurring in the private sector ..." The OneBusAway transit information system (which was presented with the Vision 2040 Award from PSRC some years ago) is an important exception; OneBusAway is currently managed by a nonprofit foundation. | Emerging Technologies/ITS | General | Thank you, we will note this exception in the document |
| 15 | 15.17 | 43rd Democrats Environmental Caucus | For What's Ahead, the bullet item "PSRC should consider developing a guidance document for these jurisdictions that includes examples of best practices" could also include a recommendation that the guidance document include considerations of what is best left to the private sector and what should be supported more directly by local government and nonprofits, and that highlights the benefits of various ITS deployments. As an example of the tradeoffs that arise here, leaving trip planning entirely to for-profit corporations may allow these services to be provided at no monetary cost to the users, but that may also result in intensive collection of personal data, and that may emphasize more profitable travel modes, or that may omit support for riders with disabilities (since they are a less-profitable and smaller market segment). | Emerging Technologies/ITS | General | Thank you for your comment. |

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| 16 | 16.01 | Snohomish County | <p>Thank you for the opportunity to comment on the draft 2022 Regional Transportation Plan. Transportation in Snohomish County and the region is at a turning point. We have seen tremendous challenges with growth that has strained our transportation network. With Sound Transit's Link light rail and Community Transit's Swift bus rapid transit (BRT) we have an opportunity to address some of the county and region's most pressing transportation problems. Sound Transit, WSDOT highway projects, local transit projects, local arterial projects, and the sidewalk and bicycle infrastructure are all necessary and mutually dependent. The draft plan does a very good job in addressing key issues that are impacting the regional transportation system and will be important considerations as we all carryout our transportation planning. This is especially true for issues like racial and social equity, improving safety for all modes, and the reduction of greenhouse gas emissions. Our comments below are intended to emphasize the importance of two key considerations in the plan that will be necessary for Snohomish County to accommodate future growth; multimodal improvements to access high-capacity transit and the importance of state highway improvements.</p> <p>Accessing High-Capacity Transit</p> <p>The Vision 2050 Regional Growth Strategy estimates that Snohomish County will grow by almost 40% by 2044 adding an additional 350,000 people to the county. The Regional Growth Strategy goes further to set a goal of 65% of the increased population to be located near high-capacity transit. To make this strategy work it will be very important to fund and prioritize the multimodal transportation projects contained in the draft RTP that provide needed transit access to the planned Link light rail stations in Snohomish County. Projects important for realizing this vision in Snohomish County include:</p> <ul style="list-style-type: none"> • Transit priority lanes on 128th St SW/Airport Rd west of and across I-5 to include the county's planned 130th I-5 overcrossing necessary to support the Community Transit's Swift BRT Green Line service and the planned Mariner Link light rail station. • Transit priority lanes on 164th St SW/SE including the county's planned transit crossing of I-5 north of the 164th/I-5 interchange necessary to support Community Transit's Swift BRT Orange Line service and the planned Ash Way Link light rail station. • Widening SR 524, a heavily traveled substandard highway that is the major route for connecting the fast growing communities in southwest Snohomish County to I-5 and the future Lynnwood City Center light rail station opening in 2024. Community Transit has determined that the current roadway is not adequate to provide a safe reliable route for transit service. The SR 524 improvement project listed in the draft plan is shown for completion in 2030. This is six years after the opening of the Lynnwood City Center Link station that it will provide access to. <p>PSRC and WSDOT should reconsider the timing of these projects so that they are more</p> | General Support for Plan | General |
| | | | Thank you for your comments. | | |
| 16 | 16.02 | Snohomish County | <p>Accessing High-Capacity Transit</p> <p>The Vision 2050 Regional Growth Strategy estimates that Snohomish County will grow by almost 40% by 2044 adding an additional 350,000 people to the county. The Regional Growth Strategy goes further to set a goal of 65% of the increased population to be located near high-capacity transit. To make this strategy work it will be very important to fund and prioritize the multimodal transportation projects contained in the draft RTP that provide needed transit access to the planned Link light rail stations in Snohomish County. Projects important for realizing this vision in Snohomish County include:</p> <ul style="list-style-type: none"> • Transit priority lanes on 128th St SW/Airport Rd west of and across I-5 to include the county's planned 130th I-5 overcrossing necessary to support the Community Transit's Swift BRT Green Line service and the planned Mariner Link light rail station. • Transit priority lanes on 164th St SW/SE including the county's planned transit crossing of I-5 north of the 164th/I-5 interchange necessary to support Community Transit's Swift BRT Orange Line service and the planned Ash Way Link light rail station. • Widening SR 524, a heavily traveled substandard highway that is the major route for connecting the fast growing communities in southwest Snohomish County to I-5 and the future Lynnwood City Center light rail station opening in 2024. Community Transit has determined that the current roadway is not adequate to provide a safe reliable route for transit service. The SR 524 improvement project listed in the draft plan is shown for completion in 2030. This is six years after the opening of the Lynnwood City Center Link station that it will provide access to. <p>PSRC and WSDOT should reconsider the timing of these projects so that they are more</p> | Project Specific | General |
| | | | Thank you for your comment. Please note that PSRC does not set the schedules or priorities for individual projects; information on timing and budgets is provided by each individual project sponsor. | | |

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| 16 | 16.03 | Snohomish County | Missing from the list is the completion of the transit priority lanes on SR 96 east of I-5 to Mill Creek. This project is an extension of the 128th project discussed above and is also necessary to provide access to the planned Link light rail station at Mariner and to improve Swift Green Line service to the station. Integrating State Highways | Project Specific | General | We believe the Community Transit project #5334 is the project being referenced. |
| 16 | 16.04 | Snohomish County | The state highway system is the backbone of the regional transportation system and the arterial network in Snohomish County. The maintenance, the preservation, as well as completion of this system is critical. GMA Planning Goal 12 states that "Public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy". To plan for the coming growth and meet the GMA requirements contained in goal 12 , it will be critical that the state highway improvements are in place to accommodate that growth. | Streets/Highways | General | Thank you for your comment. |
| 16 | 16.05 | Snohomish County | Over the years, WSDOT had made significant progress in improving many highway corridors upon which our residents' daily lives are so dependent. But there is still far to go for corridors such as US 2, SR 9, SR 522, SR 524, and SR 531. The rapid rate of growth in Snohomish County should indicate that the completion of these corridors be given priority. | Streets/Highways | General | Thank you for your comment. We will share this comment with WSDOT. |
| 17 | 17.01 | City of Auburn | Transit Section: Households near High-Capacity Transit: Suggestion to break down by type of high capacity transit (commuter rail; bus rapid transit; light rail) as not all high-capacity transit serve the same function or the same type of users. | Transit | Technical Correction | Thank you for your comment. |
| 17 | 17.02 | City of Auburn | Needs, Gaps & Opportunities: Suggestion to identify the lack of inter-agency coordination in route coordination and planning; each agencies service area ends where the other starts, with little options for travel across service areas, especially outside of the commuter train service times. Better coordination and partnerships between transit agencies are needed to improve transit service and provide an alternative to driving. | Transit | General | Thank you for your comment. |

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| 17 | 17.03 | City of Auburn | <p>Access to Transit: Suggestion to better highlight the different needs of jurisdictions around the Region; more dense urban areas with robust transit and high-capacity transit service will not have the same access needs as jurisdictions with less dense urban areas, without a robust transit service and areas not yet served by transit. Such jurisdictions still need to accommodate car parking to give access to residents with no transit access, and remove barriers to non-motorized access, to be able to access the high-capacity transit stations.</p> <p>Without parking accommodations, there are impacts to nearby residential areas and businesses from commuter parking expanding out from the designated commuter parking.</p> | Transit | Technical Correction | <p>The importance of location and context in access to transit was highlighted on page 31 of the draft RTP. This acknowledges that access needs vary based upon location in the network and transit service characteristics among other things.</p> |
| 17 | 17.04 | City of Auburn | <p>Additionally, commuters who cannot access high-capacity transit service will have to use their car for their regional trip, adding traffic to the regional roadway network. Another suggestion is to note that while some households may be within the ½ mile or ¼ mile distance to transit, there may be physical barriers, such as rails or state routes without adequate non-motorized facilities, or steep hills, that would prevent access to transit within those distances.</p> | Transit | Technical Correction | <p>The draft RTP envisions continued work on access to transit, including connections between different modes of transit to light rail. Chapter 4 identifies next steps for advancing access to transit work in the region.</p> |
| 17 | 17.05 | City of Auburn | <p>Safety: We hear from our youth that a barrier to their use of transit is concerns about safety and security with public transit at stops, stations, and on buses and trains.</p> | Safety | General | <p>Thank you for your comment.</p> |
| 17 | 17.06 | City of Auburn | <p>Bicycle and Pedestrian Section:</p> <p>Regional Travel Patterns: Suggestion to separate data and statements for dense urban areas and low-density areas, as travel patterns would differ significantly between each, presumably. Data from dense urban areas may skew the results and making the distinction may help see a more accurate picture of regional travel patterns.</p> | Bicycle/Pedestrian | Technical Correction | <p>Thank you for your comment. The draft Regional Transportation Plan contains information on the mode share for bicycle and pedestrian transportation in urban and lower density areas, but travel patterns are only broken out within specific jurisdictions for Regional Growth Centers. Please see Appendix H: System Performance (P.15-20) for more information.</p> <p>We will review the language in the Bicycle and Pedestrian section of the draft Regional Transportation Plan to assess if different travel patterns in areas with higher and lower density can be further clarified.</p> |
| 17 | 17.07 | City of Auburn | <p>Streets and Highways Section:</p> <p>Suggestion to note that there are local roadways that parallel regional corridors, which are not part of the regional network. These roadways are used as alternative routes to regional corridors, but funding for maintenance is insufficient, and they are not eligible for regional funding, leading to their condition degrading.</p> | Streets/Highways | Technical Correction | <p>Thank you for your comment. We will update the plan to acknowledge the potential effect of severe highway congestion on parallel local routes.</p> |

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| 17 | 17.08 | City of Auburn | <p>Aviation Section:</p> <p>P.85: General Aviation: The entire region is currently experiencing a high demand for hanger space. It is not a potential constraint but a significant constraint currently, which demand is expected to continue to grow and be worse in the future. Therefore we suggest revising this to indicate that this is already a constraint.</p> | Aviation | Technical Correction | <p>Thank you. We will make this change in the final RTP.</p> |
| 18 | 18.01 | Nisqually Indian Tribe - Natural Resources Dept | <p>The Nisqually Indian Tribe has reviewed the draft regional transportation plan and find it woefully lacking sufficient details around stormwater and water quality issues. In light on the emerging science around the toxic 6PPD-quinone entering our ecosystem through the normal wear and tear of tires and stormwater, the lack of any mention of this critical problem is surprising and alarming. The impact this chemical used in the production of tires on coho salmon and steelhead (at a minimum these species) is negatively impacting the Tribe's treaty rights and trust resources. More attention to this issue is mandatory, including strategies to provide significant and sufficient treatment of stormwater from our existing and future roads. Water quality issues are generally not well developed in this draft and there is no mention of 6PPD.</p> | Water Quality | Board Review | <p>More information on 6PPD-quinone has been added to the plan. PSRC coordinates with Ecology, Puget Sound Partnership, and EPA on this and other water quality issues. As the science and regulation on this issue continues to evolve, PSRC will work to inform members and integrate the information into regional transportation planning. The board is considering an amendment related to future work.</p> |
| 18 | 18.02 | Nisqually Indian Tribe - Natural Resources Dept | <p>There is also a direct impact on treaty rights and ESA protected species from a transportation plan and we are concerned that there is very little discussion about this critical issue. Ignoring treaty rights does not make the issue go away. We encourage you to build out this plan with this impact clearly identified and techniques to avoid impacts to treaty rights fully described. We feel there is much work to do on water quality and treaty right issues and are looking forward to reviewing a draft that is responsive to our concerns. Please let me know if more is needed.</p> | Water Quality | Board Review | <p>Information on Tribal treaty rights will be added to the document. Additional information on water quality impacts and solutions will also be added. The board is considering an amendment related to future work.</p> |
| 19 | 19.01 | EPA | <p>The U.S. Environmental Protection Agency has reviewed Puget Sound Regional Council's (PSRC) Draft Regional Transportation Plan 2022 - 2050 (RTP). The RTP will include a number of transportation projects that the U.S. Environmental Protection Agency will review once they enter the National Environmental Policy Act (NEPA) process. To aid in these future NEPA environmental analyses, EPA provides the following comments related to water quality and air quality.</p> <p>Water Quality</p> <p>EPA appreciates PSRC's efforts to play a reinforcing role in terms of reducing direct and indirect transportation impacts on water quality and associated beneficial uses, such as salmon. We agree with the Draft RTP's statement "The transportation system impacts water and habitat by blocking fish passage and polluting and diverting water." We acknowledge PSRC's efforts to address these issues through regional transportation and growth plans, such as VISION 2050, and find it useful that the Draft RTP calls out local comprehensive plans as key to implementation.</p> | General Support for Plan | General | <p>Thank you for your comments.</p> |

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| 19 | 19.02 | EPA | <p>We agree that incorporating best practices into project and programs will help improve water quality. EPA recommends the RTP include additional information on PSRC's water quality related policies, decisions, and actions in order to further incentivize project implementers' consideration of best practices to address water quality. For example, consider including directly or by reference specific PSRC policies and actions contained in VISION 2050 that support best practices. Similarly, we recommend PSRC include in the RTP how its project selection process and/or influence on project design incentivizes best practices. As an example, the RTP could include a reference to the fact that prioritization scores are influenced by whether projects improve hydrological functions, go beyond stormwater standards, or maximize treatment of road runoff could reinforce RTP's encouragement of project implementers.</p> | Water Quality | Technical Correction | <p>A reference to MPP-T-32, the VISION 2050 transportation policy most closely tied to water quality, will be added to the document. Information on the Puget Sound Land and Water criteria from the Guidance for Responding to the Regional Transportation Plan Prioritization Measures will be added to the document.</p> |
| 19 | 19.03 | EPA | <p>Given culvert replacements, upcoming federal infrastructure investments, and emerging stormwater science (both the cause and the cure), EPA recommends that PSRC underscore the impacts of the region's transportation sector on water quality and aquatic organisms (particularly cold water fish like salmon and trout), including by reviewing the science cited in this comment letter.</p> | Water Quality | Technical Correction | <p>Thank you for the information. PSRC has reviewed the documents provided and will update the document with additional information as appropriate.</p> |
| 19 | 19.04 | EPA | <p>EPA hopes that PSRC will emphasize the importance of water quality considerations for designing and funding future transportation projects. EPA provides the following context for PSRC to consider including in the Water Quality section:</p> <p>New Stormwater Science Highlights Impact of Roads on Salmon Mortality</p> <p>Research published in the journal Science[1] and authored by Puget Sound scientists attributed coho salmon death to an acutely toxic chemical degradation product (6PPD-quinone) from tire particles in stormwater. Concentrations in stormwater were found to be lethal for coho following exposures lasting only a few hours. Additional (forthcoming) research has shown that steelhead are vulnerable, and other species of ESA-listed salmonids tested (e.g., Chinook), are also affected. More recently, the Tian et al. team published that 6PPD-Q also was 8.3 times more toxic than previously calculated and should be categorized as a "very highly toxic" pollutant for aquatic organisms.[2]</p> <p>6PPD-quinone is acutely toxic to coho salmon, is ubiquitous in tires, and no substitute has been identified yet. However, Green Stormwater Infrastructure (GSI) is effective at reducing mortality rates for coho exposed to stormwater, and relatively inexpensive mitigation measures like bioswales can dramatically improve water quality and promote salmon survival.[3]</p> <p>EPA would like to emphasize that stormwater is an extremely complex chemical mixture, and 6PPD is only one of many stormwater contaminants.[4] There are thousands of chemicals in road runoff (including PAHs, metals, pharmaceuticals, pesticides, and other contaminants of emerging concern), many of which are uncharacterized and have the potential to be toxic.</p> | Water Quality | General | <p>More information on 6PPD-quinone will be added to the document.</p> |

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| | | | Green Stormwater Infrastructure to Mitigate Impacts from our Transportation Grid | | | |
| 19 | 19.05 | EPA | <p>EPA appreciates the inclusion of the following in the Water Quality section of the Draft RTP: “PSRC will continue to coordinate on water quality issues with the Puget Sound Partnership and other regional, state, and federal stakeholders.” However, the RTP can and should go further to ensure Puget Sound’s transportation system does not exacerbate water quality issues. EPA’s recommendations are as follows:</p> <ul style="list-style-type: none"> • EPA recommends the RTP support additional bioinfiltration and GSI research tailored to transportation corridors and encourage GSI/low impact development implementation wherever possible. As transportation projects are planned and developed, project implementers should maximize treatment of road runoff and stormwater best management practices. | Water Quality | Board Review | This issues has been forwarded to the board for review and consideration. To the extent possible, PSRC will provide additional information in the RTP emphasizing the importance of the treatment of road runoff and stormwater best practices. |
| 19 | 19.06 | EPA | <ul style="list-style-type: none"> • EPA appreciates the inclusion of the following in the Water Quality section of the Draft RTP: “As transportation projects are planned and developed, project implementers should consider how to minimize impacts and improve hydrological function.” PSRC could consider using B-IBI scores as a metric for evaluating whether mitigations are resulting in improvements to habitat, biota, and water quality. | Water Quality | General | PSRC does not directly monitor water quality, however PSRC works with the Puget Sound Partnership to track Puget Sound's health. PSRC will continue to work with partners to advance water quality issues as they relate to transportation. |
| 19 | 19.07 | EPA | <ul style="list-style-type: none"> • EPA recommends the RTP include that comprehensive plan updates should emphasize protection and improvement of water quality, considering the impacts of land conversion to roadways and more impervious surfaces. | Water Quality | General | Thank you for your comment. PSRC is in the process of developing a series of guidance documents to assist local jurisdiction in updating their land use plans, and will provide resources and technical assistance that emphasize consistency with VISION 2050 and the critical local role in implementing regional policy and achieving regional goals. |
| 19 | 19.08 | EPA | <ul style="list-style-type: none"> • PSRC and transportation planners should include stormwater runoff mitigation and prevention from the transportation grid in planning and cost estimates, including cost to retrofit areas with high stormwater pollutant loads. | Water Quality | General | Costs for stormwater treatment are incorporated in the Regional Transportation Plan as part of the financial strategy. Additional work would be needed to develop costs beyond current jurisdictional plans. |
| 19 | 19.09 | EPA | <ul style="list-style-type: none"> • EPA supports PSRC’s Stormwater Parks work via the Stormwater Strategic Initiative[6] and encourages multi-benefit approaches to treating stormwater runoff from the transportation sector. The Aurora Bridge Bioswale is a model to emulate (perhaps for the I-5 ship canal bridge) for treating polluted runoff while creating a neighborhood amenity and green space.[7] Please consider adding stormwater parks as public amenities to the “Reimagining and Repurposing Infrastructure” section of the Draft RTP. | Water Quality | Technical Correction | The document will be updated as suggested. |
| 19 | 19.10 | EPA | <ul style="list-style-type: none"> • EPA urges PSRC to partner with and support regional transportation agencies to lay out a plan for how they are going to avoid and/or mitigate impacts to salmon from Washington’s transportation sector, and ensure they are not infringing on tribal treaty rights. This will require collaboration with state and federal water quality and salmon experts, as well as Northwest tribes. | Water Quality | Board Review | This issue has been forwarded to the board for consideration. This type of work was explored in PSRC’s Transportation Stormwater Retrofit Program, but the work was discontinued due to lack of funding. PSRC can provide documents developed from the first phase of the program. |

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| 19 | 19.11 | EPA | EPA appreciates the inclusion of “Remove, replace, and restore culverts to recover salmon passage” in the Water Quality section of the Draft RTP. To provide additional context, as fish passage barriers are removed, EPA recommends caution to avoid creating “ecological traps.” Regional transportation managers should strive to ensure that poor upstream water quality from road runoff does not undermine costly habitat restoration efforts like culvert removals. Fish passage brings salmon into the watershed and a culvert replacement should prompt a landscape level analysis since stormwater moves across the landscape and is highly dynamic in space and time. According to NOAA stormwater scientists, not only culvert replacements themselves need GSI, but also the watershed being opened upstream. Newly open watersheds need sufficient water quality to support salmon health. | Water Quality | General | The document will be reviewed for additional clarity and guidance to member agencies as they perform this work. |
| 19 | 19.12 | EPA | The RTP should reflect that Washington State Department of Transportation and local transportation agencies should conduct stormwater planning, evaluation (monitoring for and assessment of stormwater toxics against available acute and chronic toxicity thresholds for aquatic organisms), and mitigation at the Puget Sound basin scale, not bridge by bridge, since salmon are highly migratory fish and move across the landscape. | Water Quality | Technical Correction | The document will be reviewed for additional clarity and guidance to member agencies as they perform this work. |
| 19 | 19.13 | EPA | The RTP should identify and consider the environmental impacts (including stormwater runoff and the potential for treatment of such runoff) of parts of our transportation sector that discharge directly into the water, such as ferry terminals, ferry boats, floating bridges, ports, marinas and their parking lots, etc. some of which do not currently have stormwater treatment. | Water Quality | General | Impacts are assessed and mitigation measures identified and implemented as these facilities are developed or redeveloped. For facilities that will not be redeveloped in the near future, fixing legacy problems will need to be part of a retrofit plan. PSRC does not have a role in individual project level mitigation. |
| 19 | 19.14 | EPA | EPA recommends maintaining and protecting riparian buffers and wetlands as much as possible to provide shading and ecological function along salmon-bearing streams and tributaries. | Water Quality | General | The document will be reviewed for additional clarity and guidance to member agencies as they perform this work. |
| 19 | 19.15 | EPA | Coho is a sentinel species with adult coho salmon exceptionally sensitive to the harmful effects of toxic urban runoff.[8]As we assess our public investments in transportation projects and programs, it’s essential to consider water quality impacts to salmon and treaty rights in our regional transportation planning. EPA encourages PSRC to develop mechanisms that allow consideration of years and in some cases decades of planning to protect local watershed, nearshore, marine, and other natural resources that has been conducted by salmon recovery “lead entities”[9] and watershed chapters, Regional Fisheries Enhancement Groups,[10] Puget Sound Local Integrating Organizations,[11]and other collaborative local bodies established to protect local resources and ecosystem services. This could perhaps be explored in conjunction with representatives of these entities in further development of the “Puget Sound Land and Water” measure, described in the RTP Prioritizing Guidance. Such efforts and planning at a broad scale would set the stage for effective cumulative analysis and assessment of direct and indirect impacts when transportation projects in the Puget Sound area undergo future NEPA reviews. | Water Quality | General | PSRC appreciates this recommendation and future collaboration with EPA, Ecology, and Puget Sound Partnership, lead entities, and other partners to integrate current and emerging knowledge of water quality issues and solutions into transportation planning. |

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| | | | <p>Impacts from the Transportation Sector on Southern Resident Killer Whales</p> <p>EPA urges PSRC to also consider impacts of components of regional transportation planning on southern resident killer whale (SRKW). Helpful guidance in this regard can be found in the final report and recommendations[12] from Governor Inslee’s Southern Resident Orca Task Force.</p> <p>SRKW face threats from three major areas: prey, vessels, and contaminants. Freight movement and capacity changes arising from regional transportation developments have the potential to directly and/or indirectly impact all three of these threats. Washington State Department of Ecology has sponsored a 2015 Vessel Traffic Risk assessment[13], which provides updated information about the risks of oil spills from commercial vessel traffic, and models potential impacts from planned future developments. This, together with the 2019 SRKW final report and recommendations, could provide helpful background to develop criteria to address this concern. Assessing the effects of transportation development to SRKW at the regional planning level helps support future NEPA analyses for individual transportation projects and investments.</p> | Water Quality | Board Review | This issue has been forwarded to the board for review and consideration. |
| 19 | 19.16 | EPA | | | | |
| 19 | 19.17 | EPA | <p>Air Quality</p> <p>EPA recommends including the following additional information to enhance the air quality conformity analysis in Appendix G:</p> <ul style="list-style-type: none"> • In response to “MOVES utilizes a database-centered design that does not create an input file that could be provided as part of this documentation, however Attachment A contains more details about MOVES methodology and assumptions.” (Page 9), EPA acknowledges this statement and notes that the RUNSPEC file could be presented to interested citizens and other parties to allow for a quick review of data used in the MOVES modeling. | Climate/Environment | Technical Correction | We will include additional information on MOVES inputs in the Air Quality Conformity appendix. |
| 19 | 19.18 | EPA | <ul style="list-style-type: none"> • If there are Transportation Control Measures (TCMs) in the State Implementation Plan, EPA recommends listing them under the section Status of Transportation Control Measures. Please note that TCMs have a concise definition in the Conformity Rule at 40 CFR93.101. <p>For Attachment A of Appendix G, include:</p> | Climate/Environment | Technical Correction | As stated in the conformity document, there are no TCMs related to on-road transportation in the PM2.5 maintenance plan. |
| 19 | 19.19 | EPA | <ul style="list-style-type: none"> o A list of vehicle miles traveled (VMT) for each analysis year, to illustrate increasing VMT with decreasing criteria emissions. | Climate/Environment | Technical Correction | The document will be updated with this information. |
| 19 | 19.20 | EPA | <ul style="list-style-type: none"> o A RUNSPEC file in Attachment A, as an example of what inputs were used for a single | Climate/Environment | Technical Correction | We will include additional information on MOVES inputs in the Air Quality Conformity appendix. |
| 19 | 19.21 | EPA | <ul style="list-style-type: none"> o A link to a website where interested citizens and other parties including federal reviewers could go to look at the MOVES input datasets. | Climate/Environment | Technical Correction | We presume this would be directed to the general MOVES information on EPA's website, as PSRC does not have a web link with MOVES input datasets. We will add this link to the appendix. |

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| 20 | 20.01 | Leafline Trails Coalition | <p>Thank you for the opportunity to comment on the draft Regional Transportation Plan. Our members, partners, and supporters envision an interconnected network of shared use trails across the Central Puget Sound region — forming the spine of our active transportation network. While 450 miles of trails exist today, less than 15% of residents currently live within a mile of a shared use path or protected bike lane.</p> | General Support for Plan | General | Thank you for your comments. |
| 20 | 20.02 | Leafline Trails Coalition | <p>We request that the Transportation Policy Board support build-out of the full planned trails network in the Regional Transportation Plan, offering the following suggested amendments:</p> <p>1. Recommit to the Active Transportation Plan and complete the Leafline Trails Network. Provide dedicated regional coordination for an integrated active transportation network through a plan to prioritize active transportation spines and networks, complete ADA improvements, and connect routes, including more than 300 miles of regional trails (shared use paths).</p> <p>Why does this matter? A dedicated Active Transportation Plan is omitted from the draft Regional Transportation Plan, which has historically provided a framework for coordination. In order to meet goals established in Vision 2050—including 20% of trips by walking and biking by 2050—focused coordination is needed.</p> <p>Shared use paths included in the Leafline Trails Network form the region’s essential active transportation spines; while 450 miles of trails exist today, many gaps must be closed to realize the Leafline Trails Network and enable people to use biking, walking, and rolling as a way to get around (in addition to connecting to transit). Development of a Coordinated Mobility Plan looking more closely at the needs of non-drivers is good, but insufficient.</p> | Bicycle/Pedestrian | General | Under coordination with PSRC’s Bicycle/Pedestrian Advisory Committee, bicycling and pedestrian needs were elevated and incorporated into the draft RTP document, rather than simply being in a separate document included as an appendix. This includes a Bicycle/Pedestrian section in the draft plan, as well as addressing the nonmotorized access to transit needs in the Transit section of the plan, and the bicycle/pedestrian issues identified in the Safety section of the plan. These are critical elements of the plan that will continue to be incorporated, and are also part of PSRC’s transportation system data visualization tool and ongoing data collection efforts. |

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| 20 | 20.03 | Leafline Trails Coalition | <p>2. Develop and report on qualitative and quantitative performance measures for walking, biking, and rolling. Analyze the quality of the existing system, and coordinate an improvement plan that prioritizes high-performing facilities — such as separated, protected, dedicated routes — and navigable connections.</p> <p>Why does this matter? Only 15% of residents currently live within a mile of protected bicycle lanes or shared use paths. By 2050, how many people will be connected to low-stress routes? The quality of the system—beyond the quantity of facilities—should be addressed, with attention to outcomes and disparities for existing/future users, and application of standards such as multimodal level of service. For these reasons, PSRC should prioritize development of regionally-used performance measures for connectivity, equity, and level of service. (Example: model from the Sacramento Area Council of Governments.)</p> | Performance Measures General |
| Thank you for your comment. | | | | |
| 20 | 20.04 | Leafline Trails Coalition | <p>3. Structure funding to prioritize filling meaningful gaps. Incentivize dedicated active transportation projects, analyze existing data and plans that characterize network needs, and use PSRC’s equity criteria and population data to focus first on areas of highest need.</p> <p>Why does this matter? The Bike/Ped Regional Capacity Projects only begins to capture the potential for projects around the region. Funding should align with mode-share goals. Dedicated projects for active modes should be incentivized, including bundling investments that better connect residents to destinations.</p> <p>The draft plan indicates, “substantial gaps in the facility network [are] leaving people unable to walk and bicycle to their destinations.” Funding dedicated biking and walking projects is a proven strategy to increase mode share and decrease fatalities. (See: Nonmotorized Transportation Pilot Program, which grew walking by 16% and biking by 44%, reducing fatalities for pedestrians by 20% and bicyclists 29%.)</p> | Bicycle/Pedestrian General |
| <p style="text-align: right;">Specific thresholds are set to determine which projects need to be identified on the Regional Capacity Projects list; projects below this threshold are considered consistent with the plan and are included in the financial strategy. This includes the majority of bicycle and pedestrian projects, which fall below this threshold but are in the plan and able to be funded and move to implementation. In addition, there has been a 10% set-aside of PSRC’s federal funds for many years for bicycle/pedestrian projects, and the overall project selection criteria for all projects include active transportation elements.</p> | | | | |
| 20 | 20.05 | Leafline Trails Coalition | <p>The region would be well-served by renewed emphasis on active transportation spines and networks to meet its mode share goals. Thank you for considering how, in your powerful role as TPB member, you might further refine the Regional Transportation Plan to address these important areas.</p> | General Support for Plan General |
| Thank you for your comments. | | | | |

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| 21 | 21.01 | <p>Puget Sound Clean Air Agency</p> <p>On behalf of the Puget Sound Clean Air Agency (Agency), I am writing provide strong support for Puget Sound Regional Council’s Draft Regional Transportation Plan, 2022-2050 (RTP) and to provide comments on the climate and air quality sections of the RTP.</p> <p>As you know, the Agency is a special-purpose, regional government agency chartered by state law in 1967. Our jurisdiction covers King, Kitsap, Pierce, and Snohomish counties, identical to the Puget Sound Regional Council’s region. The Agency works to realize a vision of clean and healthy air for all people, all the time, regardless of socio-economic status or geographic location.</p> <p>In our region, on-road transportation emissions account for approximately 35% of greenhouse gas emissions (GHGs). To help our region reduce transportation emissions – and achieve our targets to reduce greenhouse gas emissions by 80% below 1990 levels by 2050, and 50% below 1990 levels by 2030 - we will need to work together to develop and implement bold strategies.</p> | General Support for Plan | General | Thank you for your comments. |
| 21 | 21.02 | <p>Puget Sound Clean Air Agency</p> <p>Greenhouse gas emissions - Technology</p> <p>The Agency is encouraged to see that the RTP reflects the 2050 GHG target being met, at 83% below 1990 levels. The RTP projections are consistent with Agency projections/estimates of different policy mechanisms to achieve emission reductions. The underpinning assumptions for this estimate are ambitious and reasonable given the shift we anticipate in electrification in the coming decades. This estimate aligns with a broad consensus that technology and electrification of our fleet has the greatest potential to yield the greatest GHG emission reductions. The Agency looks forward to continuing and building upon our Regional Electric Vehicle (REV) collaboration to ensure that this pivotal decade sets us on track to meet our targets. In particular, identifying and providing needed support to our local jurisdictions and stakeholders to ensure that infrastructure needs are identified and pursued will be critical. These infrastructure needs should include elements of equity and distribution of resources as the region shifts from internal combustion engines to electric means to move ourselves and our goods around.</p> | Climate/Environment | General | Thank you for your comment. PSRC appreciates the ongoing partnership with PSCAA, including on the Regional EV Collaboration. |
| 21 | 21.03 | <p>Puget Sound Clean Air Agency</p> <p>Greenhouse gas emissions – Land Use, Choices, and Pricing</p> <p>In addition to technology, the Agency supports the growth targets for land use laid out in the plan in an effort to focus growth and applauds the expansion of the transit network to provide more choices for transportation beyond personal vehicles. These choices are critically important for equity – it’s undisputed that we need choices beyond cars to move ourselves effectively and equitably around the region. This need will only be compounded as the region continues to add population. And as noted in the RTP, these choices are more often utilized by our communities facing the greatest disparities. For pricing, the Agency encourages PSRC to continue to view a road usage charge more broadly than a limited interpretation of replacing a gas tax, and to view it as a lever to both potentially impact (reduce) vehicle miles traveled and utilize its revenues to potentially further catalyze and support equitable electrification. The Agency understands there are many considerations involved in development and application of an eventual road usage charge.</p> | Financial Strategy | General | Thank you for your comment. The final plan will place greater emphasis on the importance, characteristics, and role of a RUC in the RTP financial strategy. |

Air Quality

As noted in the RTP, we coordinate on transportation conformity, and are in attainment for all criteria pollutants. As projected in the RTP, the same changes that will lead to reductions in GHG emissions will also result in reduced criteria pollutants. These reductions include pollutants linked strongly to serious cardiac and respiratory effects as well as other adverse health impacts – and will yield public health benefits.

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| 21 | 21.04 | Puget Sound Clean Air Agency | Beyond the criteria pollutants, transportation sources are also sources of harmful air toxics, including diesel particulate matter, benzene, formaldehyde, 1,3-butadiene, and more. These are most notably linked to increased cancer risk, with diesel particulate matter alone responsible for over 70% of the potential cancer risk from air toxics in our region. All of the strategies described above, and notably electrification of the diesel fleet, will lead to substantial reductions in harmful air toxics emissions. This is especially important for our near-road communities already living adjacent to major roadways, exposed to harmful transportation emissions year-round. Demographics reflect that these communities have more black, indigenous, and people of color (BIPOC) residents as well as low-income residents. | Climate/Environment | General | Thank you for your comment. |
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Working Together

We look forward to continuing to work together on various transportation items to ensure we achieve the reductions projected in the RTP. As noted above, we look forward to building upon the Regional Electric Vehicle collaboration to ensure fleet turnover can happen as effectively and equitably as possible. We also look forward to continuing to collaborate and critically assess emissions estimates and projections over the course of the RTP to inform progress. Last, on a more specific project level, we look forward to continuing our ongoing dialog on selecting regional projects for federal funding and will continue to advocate for selection criteria that adequately prioritize human health and climate protection.

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| 21 | 21.05 | Puget Sound Clean Air Agency | We look forward to continuing to work together on various transportation items to ensure we achieve the reductions projected in the RTP. As noted above, we look forward to building upon the Regional Electric Vehicle collaboration to ensure fleet turnover can happen as effectively and equitably as possible. We also look forward to continuing to collaborate and critically assess emissions estimates and projections over the course of the RTP to inform progress. Last, on a more specific project level, we look forward to continuing our ongoing dialog on selecting regional projects for federal funding and will continue to advocate for selection criteria that adequately prioritize human health and climate protection. | Other/Miscellaneous | General | Thank you for your comments. |
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| 22 | 22.01 | <p>Port of Seattle, Port of Tacoma, Northwest Seaport Alliance</p> <p>Thank you for the opportunity to provide comments on the draft Regional Transportation Plan 2022-2050 (RTP2050). This letter represents the shared perspective of the Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma. Our programs touch the lives of Puget Sound residents in numerous ways, ranging from economic engines as the state’s largest airport and seaport cargo terminals to quality of life through our travel and recreation facilities.</p> <p>Our mission is to create family wage jobs by advancing trade and commerce, promoting manufacturing and maritime growth, and stimulating economic development in an equitable, accountable, and environmentally responsible manner. The Growth Management Act recognized the importance of our facilities by designating them as essential public facilities, the Port of Tacoma, Port of Seattle, and the Seattle-Tacoma International Airport. Our ports are assets of statewide significance, serving as national and international gateways for goods, travelers, tourism, and industry. These facilities have developed over decades benefiting from significant public investment, with unique interactions among existing land uses and critical transportation infrastructure.</p> <p>These gateways cannot be relocated nor replicated elsewhere and provide a crucial function in the resiliency of our state’s economy. As in an indication of what an asset our cargo gateways are, please consider that nearly 40% of all jobs in Washington State are directly dependent on trade¹. To protect and recognize our collective significant investments, we request additions or adaptations to the draft RTP2050 in the following areas. They are described in more detail on the following pages</p> | General Support for Plan | General | Thank you for your comments. |
| 22 | 22.02 | <p>Port of Seattle, Port of Tacoma, Northwest Seaport Alliance</p> <p>Freight Mobility additions and enhancements:</p> <p>a. Please add a brief economic vitality and jobs section to the Executive Summary. It is important for the community at large understand the necessity of a well-functioning, reliable freight system that supports our broader goals.</p> | Freight | Technical Correction | Thank you for your comment. We will review the Executive Summary for this addition. |
| 22 | 22.03 | <p>Port of Seattle, Port of Tacoma, Northwest Seaport Alliance</p> <p>b. The recently passed IJA makes it clear that USDOT considers marine freight facilities as part of the freight system, providing specific language on the types of projects that are eligible for funding. Our staff would be happy to work with your team to add appropriate references to the draft document, especially in the introduction and freight section.</p> | Freight | General | Thank you for your comment. |
| 22 | 22.04 | <p>Port of Seattle, Port of Tacoma, Northwest Seaport Alliance</p> <p>c. The draft plan contains a robust freight section that will help local jurisdictions address freight issues within their boundaries. However overall, the plan does not adequately reflect the role that freight mobility plays in the region’s quest for a high quality of life, a growing economy, and equitable access to jobs—including those in logistics. With the dramatic growth in e-commerce, and its potential role in enabling us to live a less car-dependent life, it is important for the plan to call out the need for a reliable, well-functioning regional freight system. It would be helpful if PSRC could facilitate a regional effort to achieve this goal, similar to planning efforts for a regional high-capacity transit system that includes designation of major corridors.</p> | Freight | General | Thank you for your comment. The plan does emphasize the regional benefits and importance of the freight system. We will continue to work with PSRC’s Freight Advisory Committee to address freight issues throughout the region and identify improvements to PSRC’s freight work program. |

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| 22 | 22.05 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | d. The freight section of the draft plan provides a great overview of the freight system in our region. We are concerned, however, that the Freight Considerations for Future Planning and What's Ahead? Sections of the draft focus on the responsibilities of, and negative impacts on, local communities. We would like to encourage you to provide more robust support for local freight planning that links the needs and the benefits freight to the region as whole. | Freight | General | The recommendations in the draft plan recognize that while freight transportation is of regional importance, many of the policy or project measures needed to address freight issues occur at the local level. However, we will review the plan and better clarify the need for regional cooperation in addressing these issues, and continue to work with PSRC's Freight Advisory Committee to identify measures and best practices to address freight issues on a regional scale. |
| 22 | 22.06 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | e. Heavy trucks carry the goods for daily life, business, and industry. Over 70% of all freight in the US is carried by trucks, and much of that by heavy trucks. Local freight accounts for about 85% of all truck traffic. The low percentage of truck traffic as a portion of all traffic does not reflect its importance. In this context, it is concerning that the analysis carried out as part of the planning effort indicates that heavy trucks are the only type of vehicle that will experience a 30% increase in delay due to congestion. This will have a significant impact on the economy of the region. It would be helpful for the plan to highlight this discrepancy and provide for an approach this regional problem at the regional level. | Freight | General | The plan does acknowledge the adverse effect of increased heavy truck delay on the movement of freight. However, we will review the draft plan and seek opportunity to better emphasize this issue, as well as the continuing importance of considering freight in all aspects of local and regional planning. |
| 22 | 22.07 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | f. We note that Air Cargo is considered in an Aviation section of the plan, rather than the freight section. Please add reference in the freight section capturing the importance of air cargo in our regional freight system and point the readers to the Aviation section for further discussion of air cargo. | Aviation | Technical Correction | Thank you. We will make this cross-reference in the final plan. |
| 22 | 22.08 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | 2. Interim projections to demonstrate progress in reaching 2050 goals: a. In several key metrics, the plan compares 2018 levels to 2050. We are concerned that aligning this plan only to the 2050 metrics will prevent us from collectively reaching the Greenhouse Gas (GHG) reduction goals set forth in state statute. Please consider including 2030 interim milestone. A 2030 milestone will provide additional detail for how the region will progress in the near-term and how progress on individual metrics can impact PSRC's GHG reduction targets in both 2030 and 2050. | Climate/Environment | Board Review | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 22 | 22.09 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | b. Making progress on these metrics by 2030 as well as by 2050 will be critical for agencies such as the Port and the NWSA to meet organization wide GHG targets in both 2030 and 2050. Access to transit, active transportation options, and strategies that reduce drive-alone rates and vehicle miles traveled (VMT) will help reduce the Port's emissions associated with airport and cruise passenger surface transportation and employee and tenant commute habits. We will continue to rely on our transit providers to support with frequent and reliable service that meets passengers' and employees' needs. | Performance Measures | General | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 22 | 22.10 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | 3. Climate Change alignment of goals and interim metrics: a. We suggest aligning the climate goals with Washington State's climate goals or otherwise including discussion of why the goals of the RTP2050 differ from the states or may be updated in the future. The climate goals set by the Washington state legislature in 2020 include: • 2020 - reduce to 1990 levels. • 2030 - 45% below 1990 levels. • 2040 - 70% below 1990 levels • 2050 - 95% below 1990 levels and achieve net zero emissions. | Climate/Environment | General | The RTP supports and reflects the climate goal as adopted in VISION 2050, which aligns with the adopted goals of the Puget Sound Clean Air Agency. It is recognized that there exist various climate goals amongst the state, regional agencies and local jurisdictions, each with differing timeframes and baseline years. PSRC will continue to monitor these numerous benchmarks and stay abreast of the current science and state of the practice, and will maintain a focus on supporting the overall work to significantly reduce emissions between now and 2050. |

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| 22 | 22.11 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | b. Please enhance “Figure 33 - Steps to Meet Greenhouse Gas Reduction Goals.” This graphic is difficult to understand. It does not clearly communicate the key assumptions or the role of PSRC vs. other entities to effect change in the key steps. For example, illustrating the impact of state transportation policies such as the Clean Fuel Standard or zero emission vehicle standards. Please also include on this graphic the timeframe to make clear that this graph represents progress by 2050. | Climate/Environment | General | Thank you for your comment. We will continue to evaluate the graphics and information presented to be as clear as possible. |
| 22 | 22.12 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | c. Please include a detailed methodology section associated with the GHG emission reduction estimates in Figure 33, including: <ul style="list-style-type: none"> • Uncertainty estimates associated with the greenhouse gas emissions reduction estimates shown in Figure 33. • Assumptions about mechanisms to achieve the fleet decarbonization, such as whether this reduction assumes 90% electrification of all on-road transportation, including passenger transportation and heavy-duty vehicles • Vehicle turnover and electrification rates assumed to reach 90% electrification by 2050, and comparison to current vehicle turnover rates | Climate/Environment | General | The climate section of the draft RTP details the elements included in PSRC's analysis and the Four-Part Greenhouse Gas Strategy, and identifies the emission reductions that can be achieved from each. This includes the level of decarbonization by 2050 from the passenger vehicle and freight vehicle fleet. Please also note the ongoing partnership effort with the Puget Sound Clean Air Agency and the Regional EV Collaboration, also identified in this section of the plan, where additional and more detailed information on the implementation of this work is being addressed. |
| 22 | 22.13 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | d. Please include a version of Figure 33 (and the underlying GHG emission reduction estimates) for 2030, in addition to the current figure shown for 2050. | Climate/Environment | Board Review | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 22 | 22.14 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | e. Please discuss potential risks associated with the strategy demonstrated in Figure 33. For example, CAFE standards could be repealed by a future federal administration. | Climate/Environment | General | There are uncertainties across a number of fronts when planning out to 2050. However, the risk of a repeal of the current CAFE standards is minimized due to the work of the Washington State Legislature related to clean vehicle standards as well as the overall efforts to decarbonize the transportation system as described. |
| 22 | 22.15 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | f. This section references the United Nations Sustainable Development Solutions Network report on America’s Zero Carbon Action Plan. That citation is used to support a greater focus on electrification than VMT reduction, which is consistent with the report. However, the report also recommends achieving at least a 25% VMT reduction by 2050. If citing this report, please also include the report’s recommendation for substantial VMT reduction by 2050. The Plan currently projects a 20% increase in VMT by 2050 in the Puget Sound region. | Climate/Environment | General | Thank you for your comment. |
| 22 | 22.16 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | g. The discussion of infrastructure needs is limited and wrapped into the Technology / Decarbonization section. Consider specifically calling out the need for infrastructure to support transportation decarbonization, the impact of freight congestion on increased carbon emissions and the corresponding reduction when freight can move without significant delay. Additionally, consider adding discussion of the role of utilities and upgrades to regional utility infrastructure to support EV charging. | Climate/Environment | Technical Correction | We will review the draft plan document and work to strengthen the areas noted. |
| 22 | 22.17 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | 4. Air Quality additions: Please include discussion of environmental health disparities. While the region, as a whole, is in attainment for air quality standards, air quality and pollution exposure vary by where people live, and low-income and BIPOC communities are more likely to bear a disproportionate burden of exposure to diesel pollution. | Climate/Environment | Technical Correction | Environmental health disparities are discussed most notably in the Equity section of the draft plan, but we will acknowledge this issue in the Air Quality section as well. |

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| 22 | 22.18 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | 5. Equity additions: Please continue to build depth in this analysis through your new Equity Advisory Committee and also input from member agencies. Specific to freight mobility, please discuss the following issues: a. Supply chain congestion has clearly impacted all consumers across Washington, and as demand for consumer delivery increases, the importance of freight mobility will only be heightened. | Freight | General | The draft plan addresses the impacts to the system and the importance of the freight network due to increased overall consumer demand. We will review the plan for further opportunities to highlight this issue. |
| 22 | 22.19 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | b. Jobs in the industrial areas that require proactive freight planning are typically family-wage jobs that are accessible to people of varying cultural and educational backgrounds. Transportation planning can promote economic opportunity by ensuring the continued viability of the businesses located in our industrial areas. | Freight | General | We will review the plan for further opportunities to highlight this issue. |
| 22 | 22.20 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | c. The importance of infrastructure for goods delivery to all neighborhoods. | Freight | General | The plan recognizes that goods delivery is important to neighborhoods, and presents measures that local jurisdictions may consider to better accommodate it. |
| 22 | 22.21 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | 6. Additional Topics: a. Regional Projects: We support strategic freeway completions and roadway improvements as necessary to keep freight moving on a regional basis. This includes the Puget Sound Gateway project and key Preservation and Maintenance projects from Interstate 5, the spine of our freight system, to the first and last mile connectors providing access to port terminals and facilities. | Streets/Highways | General | Thank you for your comment. |
| 22 | 22.22 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | b. Passenger Only Ferries: While PSRC has provided leadership on this area, please ensure that future studies continue to assess needed mitigation of impacts, such as underwater noise and the implications for marine mammal protection. | Ferry | General | Thank you for your comment. |
| 22 | 22.23 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | c. Transit: As noted above, the Ports and NWSA support transit for both passenger and employee travel and we applaud the transit investment foreseen in this plan. | Transit | General | Thank you for your comment. |
| 22 | 22.24 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | d. High Speed Rail: The Port of Seattle has endorsed High Speed Rail as a potential alternate mode for intercity travel. We look forward to working with the region for the most effective implementation. | Intercity Rail and Bus | General | Thank you for your comment. |
| 22 | 22.25 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | We appreciate the effort of PSRC staff to develop this RTP2050 and look forward to the work of the PSRC Boards to address public comment and make plan refinements to help the region achieve the diversity of goals we have for ourselves. Please call on staff for any clarification or assistance required. | General Support for Plan | General | Thank you for your comments. |
| 22 | 22.26 | Port of Seattle, Port of Tacoma, Northwest Seaport Alliance | *Includes an attachment with line edits and in-line comments that staff will address separately | | | |
| 23 | 23.01 | City of Bellevue | The City of Bellevue is pleased to provide comments on the Puget Sound Regional Council's (PSRC) draft Regional Transportation Plan 2022-2050 (RTP). As a region, we have both the opportunity and the challenge to harness our tremendous population and economic growth to improve the quality of life. Nowhere is this truer than in the City of Bellevue. The City is encouraged to see the robust engagement process used by PSRC and appreciates the extensive process undertaken by the Transportation Policy Board and supporting committees to advance these important issues, including those highlighted below. In addition, staff has specific technical comments that are included as an attachment to this letter. | General Support for Plan | General | Thank you for your comments. |

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| 23 | 23.02 | City of Bellevue | <p>Safety</p> <p>We appreciate this new section of the draft RTP and support PSRC’s work to emphasize safety throughout all aspects of the planning process, including detailed project evaluation criteria used to award federal transportation dollars. The draft RTP serves as an important tool to implement VISION 2050’s policy to “improve the safety</p> | General Support for Plan | General | Thank you for your comments. |
| 23 | 23.03 | City of Bellevue | <p>However, Bellevue finds that the RTP should more fully embrace safety through a regional policy commitment to a safe systems approach. The draft RTP states that while significant progress on reducing traffic fatalities and serious injuries has been made in the region, a lot of work still must be done. Recent trends show pedestrian fatalities or serious injuries at a 27 percent increase in the region between 2010 – 2019. In the first six months of 2021, an estimated 20,160 people died nationwide in vehicle crashes, up 18.4 percent over 2020. We can and must do more to reverse this trend.</p> <p>Bellevue’s Vision Zero initiative to eliminate traffic deaths and serious-injury collisions on City streets by 2030 is a testament to that commitment. To achieve that target, the City has put in place policies, plans and programs to improve safety for the traveling public. Bellevue has adopted a safe systems approach that focuses on safe people, safe streets, safe speeds, and safe vehicles. In recent years, our City Council approved the Vision Zero framework in 2015; residents voted for a Neighborhood Safety, Connectivity and Congestion Levy in 2016; and, our City Manager approved a Vision Zero Strategic Plan in 2020.</p> | Safety | General | Thank you for your comment and examples. |
| 23 | 23.04 | City of Bellevue | <p>To keep Bellevue’s Vision Zero effort on track and to monitor progress, a cross-departmental team of staff develop annual action plans. The 2022 plan includes 18 actions, brief descriptions, targets and key performance indicators to measure progress. Before the RTP becomes final, PSRC should:</p> <p>1. Adopt a goal of zero fatalities and serious injuries with a Safe Systems Approach as the region’s guiding paradigm to address roadway safety. Adopting a Safe Systems Approach would demonstrate alignment with the United States Department of Transportation’s (USDOT) National Roadway Safety Strategy (NRSS), published January 2022. Such a policy would also align the RTP with the Washington State Target Zero Plan (TZP) and demonstrate implementation of VISION 2050.</p> | Safety | Board Review | The board is considering this amendment to the plan. |
| 23 | 23.05 | City of Bellevue | <p>2. Commit to developing a regional safety work plan that identifies specific actions, targets, and key performance indicators to measure progress. PSRC might consider candidate actions taken by other Metropolitan Planning Organizations (MPO) in the USDOT’s Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities.</p> | Safety | Board Review | The board is considering this amendment to the plan. |
| 23 | 23.06 | City of Bellevue | <p>3. Once actions are identified, publish an annual progress report to track performance. This could include an evaluation of the safety revisions included in the project selection process, as identified in the draft RTP.</p> | Safety | Board Review | The board is considering this amendment to the plan. |
| 23 | 23.07 | City of Bellevue | <p>4. Pursue additional resources through outside funding programs to implement new safety projects and programs in alignment with VISION’s goal of zero deaths and serious injury. This should include leveraging the \$6 billion Safe Streets and Roads for All grant included in the Bipartisan Infrastructure Law (BIL).</p> | Safety | Board Review | The board is considering this amendment to the plan. |

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| 23 | 23.08 | City of Bellevue | <p>Transportation Demand Management (TDM)</p> <p>TDM is essential for making efficient use of transportation infrastructure and maximizing the benefit of a multimodal transportation system. The City agrees with the draft RTP's call for regional and local comprehensive plans to consider TDM at planning, programming, and implementation stages, thus integrating TDM more fully into the transportation landscape.</p> <p>The City supports the draft RTP's language about TDM equity considerations and modernization of the Commute Trip Reduction law. Expanding the CTR program's focus to include commutes outside of peak hours could help increase employer-provided commute subsidies for workers with lower incomes. The City also agrees with increasing TDM program data collection and evaluation.</p> | TDM | General | Thank you for your comment. |
| 23 | 23.09 | City of Bellevue | <p>Bellevue appreciates PSRC's work, including development of the regional traffic signal/Intelligent Transportation Systems (ITS) inventory, to ensure the regional transportation system increases overall system efficiency. A state-of-the art intelligent transportation system minimizes traveler wait times and frustrations, as people are safely moved through the region.</p> <p>Before the RTP becomes final, PSRC should:</p> <ol style="list-style-type: none"> 1) Highlight the emergence of Autonomous Vehicles (AV) in the region, which is highly influenced by private sector investment. Other cities, such as San Francisco have seen widespread deployment of AVs on City streets. 2) Highlight the opportunity for agencies to leverage new data source options. Data platforms are becoming increasingly more useful with their ability to leverage probe-based data sources at scale and provide valuable insights. The need for agencies to collect their own data could diminish with data platforms like Iteris Clearguide, Streetlight Data, and Wejo. 3) Indicate a plan to update data included in the Transportation System Visualization Tool, including the regional traffic signal/ITS inventory to help support and inform regional and local ITS planning. | Emerging Technologies/ITS | Technical Correction | Thank you for your comment. We will review the draft plan for opportunities to address these suggestions. |

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| 23 | 23.10 | City of Bellevue | <p>Bicycle and Pedestrian</p> <p>The City strongly supports the draft RTP's call for investment in well-connected bicycle and pedestrian networks that provide access to transit. PSRC's visualization tool that builds an inventory of sidewalks, bicycle and shared use paths will benefit our region as we work to implement the RTP through 2050. We will need to work together to meet VISION 2050's goal for 65% of the region's population growth and 75% of the region's employment growth to be located within walking distance of high-capacity transit by 2050.</p> <p>Before the RTP becomes final, PSRC should: 1) Be clearer that the draft RTP calls for increased emphasis on projects that will help meet VISION 2050's walk distance goal to high-capacity transit. 2) Provide additional information about the region's safety goals as referenced on page 61, including how the safety goals relate to Chapter 1.2.3 (Safety).</p> | Bicycle/Pedestrian | Technical Correction | Thank you for your comment. We will review the language in these sections of the draft Regional Transportation Plan to assess if this can be further clarified. |
| 23 | 23.11 | City of Bellevue | <p>Financial Strategy</p> <p>Stable funding is essential for a high-quality regional transportation system, including roads, transit, sidewalks, and bicycle lanes. Funding sources were an area of importance to Bellevue when the Regional Transportation Plan 2018 was approved, including the need to understand the role of a potential expansion of transportation user fees. Since that time, study has occurred, yet legislative action has stymied.</p> <p>The draft RTP relies on ambitious financing assumptions, such as a road usage charge. However, significant financial assumptions deserve a comprehensive work plan from PSRC to help members evaluate the impact to the RTP and regional transportation network if assumed new revenues are not available.</p> | Financial Strategy | General | Thank you for your comment. PSRC's board will discuss an approach to developing more detailed action steps for this issue and identifying the challenges ahead. |
| 23 | 23.12 | City of Bellevue | <p>PSRC's work in developing the RTP is certain to help provide robust data and guidance to inform the City's comprehensive plan update by 2024. We appreciate the dedicated time and consideration that went into the draft RTP, and we stand ready to assist in advancing the recommendations above through the review process.</p> | General Support for Plan | General | Thank you for your comments. |

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| 24 | 24.01 | Snotrac | General Support for Plan | General | <p>Dear President Balducci and members of the PSRC Executive Board:</p> <p>The Snohomish County Transportation Coalition (Snotrac) is a state/federally-funded mobility management coalition that advocates for connecting people and communities in Snohomish County and beyond with safe, equitable, and accessible transportation. To do this, we convene public, nonprofit, and private transportation and human service agencies to identify mobility gaps and opportunities, especially for our priority populations of people with disabilities, older adults, youth, low income households, people of color, tribes, veterans, and people born in foreign countries or who primarily speak a non-English language.</p> <p>A unifying issue across our priority populations is lower or no access or ability to use a personal vehicle. As a result, our priority populations tend to be disproportionately impacted by poor land use patterns and transportation options that isolate them, which increase exposure to air pollutants and household housing and transportation costs, and, in turn, decrease life expectancy and socio-economic mobility.</p> <p>As an element of VISION 2050), the Regional Transportation Plan sets the policies that local comprehensive plans must be consistent with, and shapes the policies and criteria by which they are developed.</p> <p>Operationalize the Ability to Achieve VISION 2050's Targets & Goals</p> <p>Operationalize GHG Targets</p> <p>VISION 2050 calls for meeting the region's targets for reducing greenhouse gas emissions (GHGs), as set by the Puget Sound Clean Air Agency.¹ These regional GHG targets are set for both the years 2030 and 2050. Of course, it's implied that the goal isn't simply the emissions in those particular years, but the total cumulative emissions from now until the year 2050 and beyond that matter.</p> <p>Given PSRC's roles in reviewing comprehensive plans for consistency with VISION 2050 and in allocating federal funding for transportation projects, three VISION 2050 policies are especially important for achieving the climate change goal: MPP-CC-3, which calls for "reducing vehicle miles traveled by increasing alternatives to driving alone"; MPP-CC-11, which calls for land use actions through comprehensive plans to reduce greenhouse gas emissions; and MPP-CC-12, which calls for prioritizing "transportation investments that support achievement of regional greenhouse gas emission goals, such as by reducing vehicle miles traveled."</p> <p>Thank you for your comments.</p> |
| 24 | 24.02 | Snotrac | Climate/Environment | General | Thank you for your comment. |

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| 24 | 24.03 | Snotrac | <p>Therefore, to operationalize VISION 2050's GHG targets, Snotrac recommends the following climate strategies be added on page 183, with new accompanying description paragraphs on pages 138-39.</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. | Climate/Environment | General | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 24 | 24.04 | Snotrac | <ul style="list-style-type: none"> Update the Regional Project Selection Policy Framework to require all highway capacity project applications for federal funding to estimate the greenhouse gas emissions from the project, and to publicly publish this information. | Climate/Environment | General | PSRC already evaluates each and every project submitted into the project selection competitions for PSRC's federal funds for emission impacts, including greenhouse gases. |
| 24 | 24.05 | Snotrac | <ul style="list-style-type: none"> Update the Regional Project Selection Policy Framework to include a goal for each founding round to fund projects that will reduce greenhouse gas emissions. | Climate/Environment | General | The board is considering amendments related to PSRC funding processes. |
| 24 | 24.06 | Snotrac | <p>Snotrac also urges PSRC to publish the assumptions of the greenhouse gas emissions model, including the precise population and employment distribution patterns and the structure of the road user charge to be implemented by 2030.</p> <p>Operationalize the 65/75 Policy</p> | Climate/Environment | General | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 24 | 24.07 | Snotrac | <p>A cornerstone of VISION 2050 and its ability to achieve the GHG targets is for 65% of population growth and 75% of employment growth to occur within a walkable distance of high-capacity transit stations and within designated regional growth centers.</p> <p>The climate modeling of the Regional Transportation Plan is ostensibly based on this "65/75 Policy." However, there is no guarantee that this policy will be met without PSRC taking a proactive role in ensuring its outcome. VISION 2050's MPP-CC-11 and MPP-CC-12 specifically call for local comprehensive plans and transportation investments to be realigned toward the climate targets.</p> | Climate/Environment | General | Thank you for your comment. |

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| 24 | 24.08 | Snotrac | <p>Therefore, to operationalize VISION 2050's 65/75 Policy, Snotrac recommends the following strategies be added:</p> <p>To the "Chapter 3: Paying for the Plan" strategies listed on page 184, add:</p> <ul style="list-style-type: none"> ● Update the "Category" section of the Regional Project Selection Policy Framework for STP and CMAQ funding to focus transportation investments on walking, bicycling, and 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, consistent with MPP-RGS-8 4 | Project Selection | General | This issue is being reviewed by the board. |
| 24 | 24.09 | Snotrac | <p>To the "People" strategies listed on page 182, add:</p> <ul style="list-style-type: none"> ● 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. | Growth Management | General | Thank you for your comment. PSRC works closely with countywide organizations in the process to develop local growth targets underlying local comprehensive plans. PSRC is in the process of developing a series of guidance documents to assist local jurisdiction in updating their land use plans, and will provide resources and technical assistance that emphasize consistency with VISION 2050 and the critical local role in implementing regional policy and achieving regional goals. |
| 24 | 24.10 | Snotrac | <p>Operationalize Vision Zero</p> <p>VISION 2050 specifically endorses the state goal to eliminate traffic fatalities and serious injuries, "in the long run." To operationalize VISION 2050's goal to achieve the "Vision Zero" goal, Snotrac recommends amending the last strategy bulleted under "Safety" on page 182 to instead read:</p> <ul style="list-style-type: none"> ● PSRC will 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. | Safety | Board Review | The board is considering amendments related to further safety work. |
| 24 | 24.11 | Snotrac | <p>In addition, Snotrac recommends adding the following "Safety" strategies to those listed on page 182:</p> <ul style="list-style-type: none"> ● Encourage local jurisdictions to package complete networks of bicycle, pedestrian, and ADA infrastructure into single project applications when seeking STP and CMAQ funding. | Safety | General | The board is considering amendments related to PSRC funding processes. |
| 24 | 24.12 | Snotrac | <p>In addition, Snotrac recommends adding the following "Safety" strategies to those listed on page 182:</p> <ul style="list-style-type: none"> ● 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. | Safety | Board Review | The board is considering amendments related to PSRC funding processes. |

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| 24 | 24.13 | Snotrac | <p>In addition, Snotrac recommends adding the following “Safety” strategies to those listed on page 182:</p> <ul style="list-style-type: none"> ● Require all bikeways funded through PSRC to be designed such that people of all ages and abilities feel safe and comfortable while riding. <p>Operationalize Racial and Social Equity Goals</p> | Safety | Board Review | The board is considering amendments related to PSRC funding processes. |
| 24 | 24.14 | Snotrac | <p>VISION 2050 embeds racial and social equity into its entirety, stating, “In all areas of planning, racial and social equity must be addressed to ensure healthy places and outcomes for all.”⁵ The regional plan specifically calls for climate resilience actions to “focus on equitable outcomes, particularly for historically marginalized communities”⁶; for “transportation programs and projects [to] provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs”;⁷ and for “ensur[ing] mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes.”</p> <p>The strategies are well-merited as people of color, people with low incomes, and people with special transportation needs have been historically disproportionately impacted by highway projects that have resulted in worse air quality, more dangerous roads, and physical and economic displacement. The intersectionality of public and economic health problems for these populations also lead to greater vulnerability to environmental harms caused by highways.</p> <p>The current draft Regional Transportation Plan does not sufficiently address how transportation planning and funding will actually be improved to address equity.</p> <p>Snotrac offers this concrete suggestion to further racial and social equity</p> | Equity | General | Thank you for your comment. |

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| 24 | 24.15 | Snotrac | <p>Improving Project Selection and the Regional Priority List</p> <p>Core to many of the recommendations for operationalizing VISION 2050 is updating the Regional Project Selection Policy Framework. Significant federal and state funding is anticipated to flow through PSRC's processes soon. In order for this flood of funding to further the goals of VISION 2050 and the Regional Transportation Plan, it is critical that an update to the Project Selection Policy Framework commence immediately.</p> <p>Therefore, Snotrac recommends the PSRC Board to direct staff to:</p> <ul style="list-style-type: none"> ● Commence an immediate update to the Regional Project Selection Policy Framework, consistent with the new Regional Transportation Plan and VISION 2050. | Project Selection | General | The board is considering amendments related to PSRC funding processes. |
| 24 | 24.16 | Snotrac | <ul style="list-style-type: none"> ● In the event more funding comes available, conduct a new call for project applications in order to ensure previously low-scoring projects are not funded by default without better projects being able to compete. | Project Selection | General | The board is considering amendments related to PSRC funding processes. |
| 24 | 24.17 | Snotrac | <ul style="list-style-type: none"> ● Make projects that score below a certain threshold to be ineligible for further consideration in future rounds, even if deemed consistent with VISION 2050 and the Regional Transportation Plan, until the proposed project is improved and resubmitted for reconsideration. | Project Selection | General | The board is considering amendments related to PSRC funding processes. |
| 24 | 24.18 | Snotrac | <ul style="list-style-type: none"> ● Create a separate list of smaller projects that would intrinsically meet regional goals for climate change and equity, such as pedestrian and ADA infrastructure near transit, which would not be subject to the higher level of regional scrutiny that comes with being on the existing Regional Priorities List, and then make the projects on this new list fundable in every round. For example, cities' ADA Transition Plans could be deemed fundable in every round. | Project Selection | General | These projects are already eligible to compete for PSRC funding. It is not a requirement that only Regional Capacity Projects - which are of larger scale and regional impact - are eligible for PSRC's federal funds. |

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| 24 | 24.19 | Snotrac | <p>Within the Bicycle and Pedestrian section, add strategies for:</p> <ul style="list-style-type: none"> ○ Implementing the Active Transportation Plan and completing the Leafline Trails Network. ○ Maintaining a list of and tracking progress on 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. ○ Encouraging local jurisdictions to package complete networks of bicycle, pedestrian, and ADA infrastructure into single project applications when seeking STP and CMAQ funding. ○ Requiring all bikeways funded through PSRC to be designed such that people of all ages and abilities feel safe and comfortable while riding. | Bicycle/Pedestrian | General | The board is considering amendments related to PSRC's funding processes and other future work programs related to these comments. |
| 24 | 24.20 | Snotrac | <ul style="list-style-type: none"> ● Within the "Freight" section, include emerging delivery model changes, including the rise of Amazon deliveries and the increased use of bicycles within urban areas. | Freight | General | This Future Conditions in the plan's freight section discusses expected increases in future freight deliveries; we will review the draft plan document and work to strengthen this message. The plan also includes discussion of emerging technologies and modes. |
| 24 | 24.21 | Snotrac | <ul style="list-style-type: none"> ● Within the "High Speed Rail" section, focus more on incremental improvements that can make Amtrak Cascades faster, and less on "Ultra High Speed Rail," which remains decades away. | Intercity Rail and Bus | General | Thank you for your comments. |
| 24 | 24.22 | Snotrac | <ul style="list-style-type: none"> ● Within the "Climate" and "Health" sections, include stronger mechanisms for accountability to meet these goals. Snotrac's above recommendations are a starting point. ● Within the "Mobility" section, describe how the use of the right-of-way is shifting from only being about mobility of goods and people to an increased focus on placemaking and liveability. Accelerated by the pandemic, there has been a reprioritization of curb and street space for place-based commerce (e.g., street cafes), and for active transportation. | Climate/Environment | General | Thank you for your comment. |
| 24 | 24.23 | Snotrac | <p>The charts and graphs shown in Chapter 3 only show projects listed on the Regional Priorities List. We recommend that the charts either be updated with an estimated cost for implementing ADA Transition Plans and bicycle and pedestrian master plans across the region, or be labeled with a significant caveat that the charts do not provide a full picture of the region's transportation needs.</p> | Streets/Highways | General | Thank you for your comment. |
| 24 | 24.24 | Snotrac | <p>The charts and graphs shown in Chapter 3 only show projects listed on the Regional Priorities List. We recommend that the charts either be updated with an estimated cost for implementing ADA Transition Plans and bicycle and pedestrian master plans across the region, or be labeled with a significant caveat that the charts do not provide a full picture of the region's transportation needs.</p> | Financial Strategy | General | The charts in Chapter 3, Financial Strategy, include both system capacity investments as represented in the Regional Capacity Projects list, as well as all programmatic investments. Programmatic investments include maintenance, preservation, operations, and all other local system investments contained in local jurisdiction comprehensive plans, transit plans, etc. This includes bicycle and pedestrian investments. |

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| 24 | 24.25 | Snotrac | <p>In addition, Snotrac makes the following recommendations to Chapter 3:</p> <ul style="list-style-type: none"> ● Amend the first sentence of the third bulleted “Paying for the Plan” strategy listed on page 184 to read: “Make policy decisions on collection and distribution of user fees, aligning pricing and revenue expenditures with achieving regional climate, equity, and congestion goals.” | Financial Strategy | Board Review | Thank you. This issue will be presented to the board for further discussion and direction. |
| 24 | 24.26 | Snotrac | <p>Chapter 3 recommendation:</p> <ul style="list-style-type: none"> ● Add a strategy to establish funding strategies for 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. <p>Snotrac makes the following recommendation to Chapter 4:</p> | Financial Strategy | Board Review | Thank you for your comment. The issue of ADA Transition Plans and resources to support their creation and implementation has been forwarded to the board for further review and direction. |
| 24 | 24.27 | Snotrac | <ul style="list-style-type: none"> ● Add a section on the future of autonomous vehicles with a recommendation to local cities to proactively plan their public right-of-way to prioritize people and place-based economies, in light of the possibility of autonomous vehicles taking over their streets. | Emerging Technologies/ITS | General | Thank you for your comment. |
| 24 | 24.28 | Snotrac | <p>Chapter 4 recommendation:</p> <ul style="list-style-type: none"> ● Add a section on the Leafline Trails Network. | Big Ideas | General | This issue is being reviewed by the board. |

Coordinated Mobility Plan (Appendix B)

Intersectionality of Priority Populations

The draft Coordinated Mobility Plan in Appendix B primarily focuses on the needs of youth, older adults, people with low incomes, and people with disabilities. This population focus is based on RCW 81.66.010, which defines “persons with special transportation needs.”

However, as a mobility management coalition, our focus goes far beyond this narrow description. As a mobility management coalition, we also focus on the needs of rural communities, tribes, veterans, and Medicaid patients, in part because they have direct federal transportation funding opportunities, and in part because their needs significantly overlap with the four population groups listed in RCW 81.66.010.

In addition, we also focus on foreign-born residents and people with limited English proficiency also because of their unique needs and because our nonprofit transportation providers are often in the best position to assist.

The Coordinated Mobility Plan needs to do more to address the current conditions for these populations, their mobility gaps and opportunities, and the strategies to address them

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Snotrac

Coordinated Mobility Plan

General

The draft Coordinated Mobility Plan includes demographic information of veterans and people with limited English proficiency, while the plan's focus populations are youth, older adults, people with low incomes, and people with disabilities. The draft plan also addresses intersectionality by providing cross-tabulation data. Please refer to Chapter 2 for demographics and Chapter 4 for strategies addressing the above populations, including people with limited English proficiency, residents in less urbanized areas, and people with medical transportation needs, covered in the plan.

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| | | | <p>Age-Friendly and Ability-Friendly Communities</p> <p>As a mobility management coalition, we are perpetually tasked with trying to scrounge up resources (or make it more efficient) to provide last-mile, door-to-door transportation solutions for people who might be able to physically walk or roll to their destination but live in a place that is transit-poor or lacks sidewalks. If our communities were more walkable and rollable with more destinations nearby, this would not be such a problem.</p> | | | |
| 24 | 24.30 | Snotrac | <p>This is why Snotrac is a strong advocate for operationalizing VISION 2050's policy for 65% of population growth and 75% of employment growth to occur within walking distance of high-capacity transit stations and regional growth centers. The AARP and Disability Rights Washington are also two outspoken advocates in favor of building compact communities in transit-rich areas. By ensuring future growth occurs within walkable distances, we can make our communities age- and ability-friendly. This is especially important for Snohomish County, which is projected to age at a faster rate than the rest of Washington State.</p> | Coordinated Mobility Plan | General | |
| | | | | | | Thank you for your comment. |
| 24 | 24.31 | Snotrac | <p>Therefore, Snotrac highly recommends the following strategy be added to the Coordinated Mobility Plan:</p> <ul style="list-style-type: none"> ● Prioritize land use and transportation plans/funding to create ability-friendly & age-friendly communities, consistent with the policies of AARP's livable communities project and Disability Rights Washington's Disability Mobility Initiative's report. | Coordinated Mobility Plan | General | Thank you for your comment. |
| | | | <p>Transportation as a Right within Rural Areas</p> <p>People deserve to live dignified lives, and part of that is the ability to get to work, stores for basic needs, and services. But people who cannot drive due to age or ability and who live in the rural area frequently find themselves stranded.</p> <p>In order to address to begin to address this issue, we recommend the following strategy be added to the Coordinated Mobility Plan:</p> <ul style="list-style-type: none"> ● Convene stakeholders to set a baseline service level goal for providing transit and door-to-door services within the rural context | Coordinated Mobility Plan | General | <p>We agree that residents in rural communities have mobility challenges. The draft Coordinated Mobility Plan contains a strategy addressing this issue (on page 41): "Develop partnership to support context-appropriate, flexible, and/or feeder-to-fixed route transportation services in areas not well served by regular transit, like rural areas." PSRC will continue to work with regional partners on this topic and/or will address this in a future work program.</p> |

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| 24 | 24.33 | Snotrac | <p>Coordinating Council on Access & Mobility</p> <p>Strategy 7.1, which suggests creating a body akin to the FTA's Coordinating Council on Access & Mobility, seems duplicative to the functions of the existing Special Needs Transportation Committee. We are not sure it merits being listed as a "high priority."</p> | Coordinated Mobility Plan | General | We agree that additional clarification will be helpful on this topic and will address this in the final plan. |
| 24 | 24.34 | Snotrac | <p>The draft Regional Transportation Plan omits the Active Transportation Plan that was included in the 2018 Plan. Please update the Active Transportation Plan and add it to the appendix.</p> | Bicycle/Pedestrian | General | Under coordination with PSRC's Bicycle/Pedestrian Advisory Committee, bicycling and pedestrian needs were elevated and incorporated into the draft RTP document, rather than simply being in a separate document included as an appendix. This includes a Bicycle/Pedestrian section in the draft plan, as well as addressing the nonmotorized access to transit needs in the Transit section of the plan, and the bicycle/pedestrian issues identified in the Safety section of the plan. These are critical elements of the plan that will continue to be incorporated, and are also part of PSRC's transportation system data visualization tool and ongoing data collection efforts. |
| 25 | 25.01 | King County Regional Planning | <p>Thank you for the opportunity to review and provide comments on the Draft Regional Transportation Plan. The Plan sets the framework for how our region implements the goals and policies called for in Vision 2050. While this long rang plan extends our regional vision out to 2050, it is imperative that the region take steps today to put us in a position to achieve these goals and make central Puget Sound welcoming, equitable, and economically strong.</p> <p>We commend the work the PSRC has done to incorporate equity, climate and safety as key components of the Regional Transportation Plan. These are critical elements that need to be integrated for the region to be successful as it faces significant growth in population and employment as well as environmental challenges over the next 30 years.</p> <p>While we support many aspects of the Regional Transportation Plan we feel that it would benefit from addition emphasis on a number of topics. These include emission reductions, safety in our transportation system, securing the financial resources needed to implement needed transit and mobility improvements, and establishing a strong monitoring system that tracks the key issues and key foundational assumptions in the Plan such as decarbonizing fleets, increasing fuel standards, and establishing road usage fees.</p> | General Support for Plan | General | Thank you for your comments. |

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| 25 | 25.02 | King County Regional Planning | Climate/Environment | General | <p>Climate:</p> <p>The Draft Regional Transportation plan is estimated to reduce greenhouse gases by 83% from 1990 levels by 2050. In 2020, the Washington State Legislature set new statewide greenhouse gas emission limits at 95% below 1990 levels by 2050, with interim goals in 2030 and 2040. The PSRC should begin work to align regional goals with those adopted by the State. Waiting until the next plan update in 2026 will put us behind where we need to be to provide improved air quality and health benefits to our communities and region.</p> <p>We also support the region beginning work to establish interim greenhouse gas reduction targets (i.e., 2030 and 2040) to help ensure progress towards the 2050 goal. Tracking these interim targets will provide us with the ability to assess our success in meeting these goals and adjust the plan and policies if needed.</p> <p>The RTP supports and reflects the climate goal as adopted in VISION 2050, which aligns with the adopted goals of the Puget Sound Clean Air Agency. It is recognized that there exist various climate goals amongst the state, regional agencies and local jurisdictions, each with differing timeframes and baseline years. PSRC will continue to monitor these numerous benchmarks and stay abreast of the current science and state of the practice, and will maintain a focus on supporting the overall work to significantly reduce emissions between now and 2050. In addition, the board is considering an amendment to add an interim year analysis to PSRC's work program.</p> |
| 25 | 25.03 | King County Regional Planning | Safety | General | <p>Safety:</p> <p>Protecting the health and safety of our residences is a fundamental responsibility of government at all levels. As noted in the Safety section of the Regional Transportation Plan, Vision 2050 policies call for the region to improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious injuries. Unfortunately, data trends show that number of fatalities and serious injuries crashes over the last decade have increased.</p> <p>The Regional Transportation Plan provides information on the Safe System Approach and identifies future work on data collection, development of guidance, and work with partners and stakeholders that the PSRC will conduct. King County should encourage the development of performance measures and targets to allow the region to understand what programs are being adopted to address safety and how the region is doing in reducing fatalities and serious injuries on our transportation system.</p> <p>Thank you for your comment.</p> |
| 25 | 25.04 | King County Regional Planning | Performance Measures | General | <p>Performance Measures:</p> <p>In addition to the performance measures mentioned above for climate and safety, King County supports the development of performance measures as we move towards implementation of the Regional Transportation Plan. Establishing performance measures will provide the data to determine if the regional plans and policies need to be adjusted to reach our goals. We suggest that performance measures be established for greenhouse gas emission reductions, safety of our transportation system, reduction of the gaps within our active transportation system, tracking implementation of the Plan's financial strategy, and trends in vehicle miles traveled and transit ridership. For all of these topics, the measures should focus on both implementation measures and performance monitoring.</p> <p>Thank you for your comment.</p> |

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| 25 | 25.05 | King County Regional Planning | <p>Active Transportation:</p> <p>The Puget Sound region has been making strides to increase active transportation mode shares through improved connectivity and enhanced nonmotorized facilities. The draft Regional Transportation Plan expresses an ambitious vision for regional high-capacity transit. Addressing ADA needs and expansion of the region's active transportation system will be an important component of our region's mobility future.</p> <p>As part of the implementation of the Plan we encourage the PSRC to update the region's active transportation plan, regional bicycle network plan, and incorporate the needs that are being identified by local agencies associated with the ADA transition plans.</p> | Bicycle/Pedestrian | General | |
| 25 | 25.06 | King County Regional Planning | <p>Transit:</p> <p>VISION 2050 calls for attracting 65% of the region's residential growth and 75% of its employment growth to regional geographies that are centered upon high-capacity transit station areas. Achieving this level of growth near transit is critical to achieving reduction in greenhouse gas emissions, vehicle miles travel, and addressing historic inequities. As part of the implementation of the Regional Transportation Plan it is critical that the region develop strategies and policies to help secure needed revenue to provide the service and supporting infrastructure needed to achieve these goals.</p> | Growth Management | General | <p>Thank you for your comment. Chapter 3 contains the plan's regional financial strategy, identifying costs of planned projects and projected revenues to support the regional transportation infrastructure and services necessary to support the VISION 2050 Regional Growth Strategy. Individual jurisdictions and transportation agencies are required to identify more detailed projects and projected costs to support growth at the local level.</p> |
| 25 | 25.07 | King County Regional Planning | <p>Transit Access Opportunities (page 59)</p> <p>Suggest that the following additional example be provided on transit access opportunities: "Between 2017 and 2021 King County Metro's Safe Routes to Transit Program partnered with 11 communities to fund over 35 projects to improve safe and convenient access to transit."</p> | Bicycle/Pedestrian | Technical Correction | <p>Thank you for your comment. We agree that it would be helpful to provide an additional example of transit agency programs for improving nonmotorized access to stations and will address this in the final plan.</p> |
| 25 | 25.08 | King County Regional Planning | <p>1.1.6. Bicycle and Pedestrian - Access to Transit (page 27) Access and Safety Opportunities (page 59) What's Ahead (page 61)</p> <p>Active Transportation has an important role in the future of the transportation system, and it would be helpful if the RTP expanded its discussion of the role active transportation has in meeting the plans goals. As a future work item, PSRC should analyze Active Transportation facilities in HCT areas. The analysis should include pedestrian facilities system conditions and usability for people with mobility impairments.</p> | Bicycle/Pedestrian | General | <p>Thank you for your comment. PSRC is committed to ongoing work related to bicycle and pedestrian planning, particularly as it relates to accessing transit.</p> |
| 25 | 25.09 | King County Regional Planning | <p>1.1.6. Bicycle and Pedestrian (page 54)</p> <p>The RTP refers to striped bicycle lanes, marked shared lanes (or "sharrows") and adjacent shared uses paths as a bicycle facility types. The Active Transportation Facilities Best Practices Guide for Bicycle Facilities indicates that striped bicycle lanes are not bicycle facility types. Please clarify how striped bicycle lanes are categorized in the RTP. It would also be helpful if the RTP provided summary information on trails in addition to sidewalks and bicycle facilities.</p> | Bicycle/Pedestrian | General | <p>Thank you for your comment. The draft Regional Transportation Plan contains more detailed information on how bicycle facilities are defined in the regional inventory as part of Appendix A: Transportation System Inventory on P.16.</p> <p>We will review the information provided in the draft Regional Transportation Plan on shared use paths to assess if we can better describe the existing regional trail network.</p> |

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| | | | Bicycle & Ped Existing Conditions (page 53) | | | |
| 25 | 25.10 | King County Regional Planning | 1) With changes in technology and emerging modes the term bicycle and cyclist are no longer interchangeable. There are several locations in the RTP that the text should be updated to reflect these changes. | Bicycle/Pedestrian | Technical Correction | Thank you for your comment. We will review the language used in the draft Regional Transportation Plan to assess if we can better clarify the terminology used in regard to active transportation. |
| 25 | 25.11 | King County Regional Planning | 2) Bicycle & Ped Existing Conditions (page 53): Defining mode use by labels thwarts our opportunity to establish using a bike for normal trip purposes by a broad range of people. Instead, this sentence should say "...not all people in the region use a bicycle to travel, but almost everyone walks during part of a trip." | Bicycle/Pedestrian | Technical Correction | Thank you for your comment. |
| 25 | 25.12 | King County Regional Planning | 3) Integrated Multimodal Transportation System (page 18): Section should take into account emerging modes suggest updating text to include: "Well-maintained roads, highways, and bridges provide routes for cars, buses, freight haulers, and delivery trucks, as well as pedestrians and people riding bicycles, scooters, and new emerging modes of transportation. And fast and frequent high-capacity and local transit should be connected to these other modes of transportation and link important concentrations of jobs and housing." 1.1.6. Bicycle and Pedestrian (page 54) | Big Ideas | Technical Correction | Thank you for your suggestion. We will update this paragraph to include these emerging modes of the multimodal transportation system. |
| 25 | 25.13 | King County Regional Planning | The term "non-motorized" should be replaced throughout document with active transportation or walk, bike and roll, or similar. The term non-motorized is no longer accurate with e-mobility devices. 1.1.6. Bicycle and Pedestrian (page 58) | Bicycle/Pedestrian | Technical Correction | Thank you for your comment. We will continue to work with PSRC's Bicycle/Pedestrian Advisory and Special Needs Transportation Committees, as well as ongoing stakeholder outreach, to maintain currency on all relevant terminology. |
| 25 | 25.14 | King County Regional Planning | This section provides an opportunity to include a discussion on ADA Transition Plans and unidentified needs in the region. | Bicycle/Pedestrian | General | Thank you for your comment. We agree that ensuring accessible and connected pedestrian and bicycle facilities to serve people with disabilities is an important issue to the region, and will review this section of the draft Regional Transportation Plan to assess if we can better describe ongoing local efforts to address these needs. Regarding improving walking and bicycling facility access for people with disabilities, we have also committed to working with our regional partners to advance this work as part of our specialized transportation work program moving into the future. Please see Appendix B: Coordinated Mobility Plan for more information. |
| | | | 1.2.2 – ITS/Emerging Technologies (page 94) | | | |
| 25 | 25.15 | King County Regional Planning | This section should include additional information on the current regulatory context factoring into autonomous transportation and how it will affect the expansion of the technology. | Emerging Technologies/ITS | Technical Correction | Thank you, we will add some additional language to address this issue. |
| | | | Commercial aviation (page 84) | | | |
| 25 | 25.16 | King County Regional Planning | Section should include a discussion of a non-aviation alternates (high speed rail) that would help reduce demand and impacts on surrounding communities. | Aviation | General | Thank you for your comment. |

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| 25 | 25.17 | King County Regional Planning | Trucks (page 74) Section focuses on congestion; it should also include a discussion of technology and efforts by the trucking industry to electrify. Access to Transit (page 27) - TOD The Transit Oriented Development (TOD) Section would benefit from the inclusion of information on anti-displacement strategies. | Freight | Technical Correction | The climate section of the draft plan addresses the decarbonization of medium and heavy trucks, and the technology section addresses existing and emerging technologies. |
| 25 | 25.18 | King County Regional Planning | | Transit | General | We will edit the plan to incorporate anti-displacement strategies into the language on TOD under "Access to Transit" heading. Thank you for your comment, The "Equity and Safety" bullet point is under the "Access to Transit" sub-heading within Regular Transit section, therefore it addresses the needs of transit-dependent communities to access the transit system. Broader considerations for equity focus populations are addressed in "Advancing Equity Through Transportation (page 123-127)" section and Appendix F (Regional Equity Analysis) of the plan. |
| 25 | 25.19 | King County Regional Planning | Equity and Safety (page 32) Equity is not only about transit-dependent populations. It also includes improving outcomes for all priority populations – regardless of if they are transit-dependent – through mobility. This section should be updated to expand discussion of equity to include priority populations in addition to the transit dependent. | Equity | Technical Correction | |
| 25 | 25.20 | King County Regional Planning | 1.1.7 – Streets and Highways (page 70) The Freight Section should explain that effective growth in projected long-haul and short-haul freight deliveries hinges on optimal road maintenance programs as well as intermodal connectivity, mobility, and accessibility which will help to reduce vehicle miles traveled. | Freight | General | The draft plan discusses maintenance and preservation considerations for freight corridors, as well as the need to coordinate within the overall multimodal planning framework. |
| 25 | 25.21 | King County Regional Planning | ITS and Technology (page 95-102) Section provides a good overview of all the new modes but should include more detail about current and emerging strategies to integrate the modes. For example, there is no reference to Mobility as a Service, to multi-modal trip planning, to mobile fare payment, and to integrated fare payment. | Emerging Technologies/ITS | General | Thank you, we will add references to these integration strategies. |
| 25 | 25.22 | King County Regional Planning | 1.2.3. Safety (page 103) The Safety section breaks out the information by mode. The section should include additional information by income and race (similar to what is included in other sections). The Safety section is also focused on roadway collisions and does not speak to safety for the walking, rolling and biking public, or to personal safety. Additional context would be useful for understanding the collision data presented in figure 25, such as changes in VMT and/or population over the same time period. | Safety | General | Safety is addressed throughout the draft plan, including in the Bicycle/Pedestrian and Transit sections. PSRC will continue to pursue and track available data and improve upon our analyses to the extent possible. |

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| 25 | 25.23 | King County Regional Planning | 1.1.6. Bicycle and Pedestrian (page 60) The Access and Safety Opportunities section should include a discussion of the Safe Systems Approach as it relates to bike and pedestrian safety. | Safety | General | Thank you for your comment. |
| 25 | 25.24 | King County Regional Planning | 1.2.1 – TDM (page 88-94) The TDM section should include information on efforts underway to shift trip markets from peak commute to all-day, benefits that land use policy changes would do to encourage non-SOV trips, and behavior change. It would also be helpful to provide information on the benefits of a successful TDM program to remove barriers to transit. The Evaluation and Addressing Equity section should mention the inequitable share of resources that result from programs that focus on white-collar jobs/commutes. | TDM | General | Thank you for your comment. Many of these elements are addressed in the TDM section of the plan. |
| 25 | 25.25 | King County Regional Planning | 1.2.1 – TDM (page 89) The TDM introduction section should address the concept that TDM is focused on trying to change behavior and deploys a number of strategies/tools to do that, and that this includes outreach and education to increase knowledge that allows people to tap into mobility options. It should also include a discussion on the TDM’s significant impacts to sustainability by reducing SOV, VMT as well as TDM’s capacity to adapt to both current and emerging conditions to ensure that an integrated system is not only built but used and accessible. | TDM | General | Thank you for your comment. |
| 25 | 25.26 | King County Regional Planning | 1.1.1 – Regular Transit (page 23 - 28) Overall, how different modes of transit are discussed and defined is not clear and a bit confusing for the reader. The “Transit” section starting on page 23 includes: Regular Transit, Specialized Transportation, Mobility on Demand, Intercity Rail and Bus. The way it is currently organized it is not initially clear “Transit” encompasses all these modes; it reads like it is just “Regular Transit”. Some introduction explaining the transit section and modes would be helpful. Also, the term “Regular Transit” is also not a commonly used term. Fixed-route transit or mass transit are more commonly used terms for how the plan defines Regular Transit. “Local bus service” / “local transit” is also not clearly defined (it is only described at different from the high-capacity services listed); for example, while it seems to exclude express or commuter bus service, that is not made clear. | Transit | General | Thank you for your comment. The intent of the draft RTP was to recognize the various types of transit services available in the region, and speak not to planners but to the average user of the system. As such, the plan provides details on the following modes of service: regular transit, specialized transportation, Mobility On Demand (MOD), intercity bus and rail, passenger and multimodal ferries. PSRC will review and revisit the language in this part of the plan, in consultation with PSRC’s transit committees, to add clarification indicating that these are all forms of transit which are needed to support VISION 2050. |

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| 25 | 25.27 | King County Regional Planning | <p>1.1.1 – Regular Transit (page 30)</p> <p>The Plan Outcomes indicate that expanded and integrated high-capacity transit system and improvements in multimodal access to the public transit systems result in a projected tripling of transit boardings from 2018 levels. As part of the implementation of the RTP the PSRC should develop interim ridership goals to help assess progress to meeting the 2050 transit board estimate.</p> | Performance Measures | General | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 25 | 25.28 | King County Regional Planning | <p>1.1.2 – Specialized Transportation (page 33)</p> <p>Specialized Transportation Section:</p> <p>1) Suggest that the Specialized Transportation section be updated to mention that many people with special transportation needs still use and rely upon regular transit and that specialized services help supplement the other transit services. Suggested text: "While transit services, such as bus, rail, and ferries, are the backbone of the transit system and many people with special transportation needs rely upon these transit services to meet their mobility needs, public transportation services that supplement transit services and are tailored to people with special transportation needs are called specialized transportation."</p> <p>2) The text on the bottom of page 37 that lists the examples of specialized transportation services should be included in the introduction of specialized transportation to provide the reader with context on the available services.</p> | Coordinated Mobility Plan | technical correction | We agree that additional clarification will be helpful on this topic and will address this in the final plan. |
| 25 | 25.29 | King County Regional Planning | <p>1.1.1 – Regular Transit (page 25 - footnote #2)</p> <p>Please correct the footnote to show the correct name for the Regional Reduced Fare Permit ORCA program.</p> | Transit | Technical Correction | We will make the requested change in the final plan. |
| 25 | 25.30 | King County Regional Planning | <p>1.1.7. Roads & Highways (page 69)</p> <p>In the Streets and Highway Section, the text for Figure 15 indicates that rural resident drive more than other residents across the region and that VMT for all regional geographies decline. In the urban areas where increases in transit service and densities around HCT corridors are planned to occur, the reduction in VMT assumption can be understood. It is unclear what is behind the assumed reduction in VMT in the Rural Areas; please provide additional information as to what conditions are changing rural area residents driving patterns.</p> | Streets/Highways | General | Figure 15 shows that even though households located in rural areas drive more than those in urban areas both now and in the future, measures identified in the plan such as increased infill, improvement of sidewalk and bike networks, expanded transit service along with changing behavior and the impact of pricing is expected to reduce overall miles driven by rural residents as well as urban. |
| 25 | 25.31 | King County Regional Planning | <p>Under Transportation choices (page 135)</p> <p>As identified in the text there are many smaller scale and local investments that are not able to be captured in PSRC's analysis. While the text identifies some examples of these smaller scale investments, additional text should be added to reference the benefits to transit achieved by completing gaps in the sidewalk network.</p> | Bicycle/Pedestrian | General | Thank you for your comment. We will review the draft Regional Transportation Plan to assess if we can better describe local investments in active transportation access to transit. |
| 25 | 25.32 | King County Regional Planning | <p>2.2.1 Climate – general comment</p> <p>The Climate Section under technology and decarbonization should include information on the efforts by transit agencies in the region to incorporate zero-emission fleets into their operations and service, and to move away from diesel-based fuel to support climate goals.</p> | Climate/Environment | Technical Correction | We will review the draft plan document and work to strengthen the areas noted. |

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| 25 | 25.33 | King County Regional Planning | <p>What's ahead (page 127)</p> <p>This section could provide clearer direction by describing how equity will be advanced by working upstream and where needs are greatest. It should discuss how the RTP is advancing transportation-related environmental justice and how it is helping to ensuring homes and destination are safely connected to and from the transit network.</p> | Equity | General | <p>The draft regional transportation plan includes detailed strategies to advance equity in transportation. Please refer to the "People" section (on page 182) under the "What's Ahead?" chapter for strategies and the Regional Equity Analysis (Appendix F) of the draft plan for more information on the identification of the equity focus areas.</p> |
| 25 | 25.34 | King County Regional Planning | <p>Equity Analysis Summary (pg. 125)</p> <p>While environmental exposures are mentioned in Appendix F, variations in environmental exposure of socially vulnerable populations are not analyzed or presented. The RTP should include this information or indicate that future work is needed to augment the analysis.</p> | Equity | General | <p>Thank you for your comment. Evaluation of environmental exposure is typically performed through site or community-based analysis and extensive and specific local data collection. Many of the most relevant transportation-related data sets are either reported regionally (e.g., air quality and emissions) or only available at the county or statewide levels (most health metrics). These are difficult to correlate to the neighborhood scale, such as Equity Focus Areas. In the current work program, PSRC has been developing an Equity Tracker which will include environmental and health data and indicators at a variety of scales, as available. PSRC will continue work with regional partners to refine methodologies and advance our approach to equity analysis, including environmental exposure metrics.</p> |
| 25 | 25.35 | King County Regional Planning | <p>Health section (page 148)</p> <p>The Health section should list health risk factors and health protective factors associated with the transportation system conditions. Suggest adding to the second paragraph: "This plan recognizes that to advance health equity, both harms and risk factors, as well as benefits and protective factors of the transportation system today, need to reconcile with social vulnerability of communities."</p> | Health | Technical Correction | <p>We will review the draft plan document and work to strengthen the areas noted.</p> |
| 25 | 25.36 | King County Regional Planning | <p>Strategy 6.1 (page 43)</p> <p>Adjust the "Potential Measurement" in Strategy 6.1 to use a quantifiable measure of the problem. Counting the "number of complete accessible infrastructure connections" without an understanding of quality of the facilities for people with disabilities nor the percentage of facilities that remain inaccessible is not entirely helpful. Additionally, the use of "focus areas" instead of actual data to identify areas in need of accessibility improvements is not a best practice.</p> | Performance Measures | General | <p>Thank you for your comment.</p> |
| 25 | 25.37 | King County Regional Planning | <p>Appendix B: Goals (page 38)</p> <p>Suggest changing goal #2 to read "Seamless transportation services are provided to people with special transportation needs through regional coordination to reduce possible duplication in services and decrease travel times."</p> | Coordinated Mobility Plan | technical correction | <p>We will review the plan document for additional clarity.</p> |

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| | | | <p>Regional Capacity Project List and Administrative Procedures</p> <p>1) Appendix D currently includes a listing of the Regional Capacity Project list and the Administrative Procedures. For readability, the Administrative Procedures should be brought to the front of the document.</p> <p>2) The list of projects is of critical importance; however, no context or summary information is included that helps readers understand the totality of the list. For clarity and usability, the RTP should include information that summarizes the project list and addresses project types, project modes, project costs, etc., prior to the listing of projects. This will help readers better understand the large list of projects.</p> <p>3) King County project sponsoring agencies are mislabeled. They should be categorized under the correct lead agencies: King County - Local Services (Roads), King County - Metro Transit, and King County - Department of Natural Resources and Parks.</p> | Other/Miscellaneous | Technical Correction | Thank you for your suggestions. PSRC will provide additional context to the narrative to better explain the project list, and correct the project sponsor information. |
| 25 | 25.39 | King County Regional Planning | <ul style="list-style-type: none"> Appendix F should be expanded beyond regional demographic variability to discuss how population characteristics relate to the benefit and burden patterns of the transportation system conditions today, and how differing investment strategies will vary in being able to remedy or correct existing disparities. Appendix F should also account for cumulative effects (i.e. consider social vulnerability characteristics) along with built environment-related determinants of health and equity (access to safe mobility, and clean air). Without these types of place-based perspective on transportation system benefits and relative burdens, this appendix fails to address the pro-equity intentions described in Vision 2050 and the RTP. | Equity | General | Thank you for your comment. We have committed to undertaking future improvements to better analyze equity and will continue to work with our regional partners and the PSRC Equity Advisory Committee to advance this work. |
| 25 | 25.40 | King County Regional Planning | <p>Access to Transit (page 14)</p> <p>Access to Transit section should add a bullet that highlights the benefits of improving the active transportation system: "Access to transit can be increased by 40% by completing sidewalk networks and implementing ADA curb ramps, crosswalks and improved signals."</p> | Bicycle/Pedestrian | General | Thank you for your comment. We will continue to research state of the practice and improve upon our data collection efforts to provide the best information possible, with the proper citations and connection to PSRC analyses. |
| 25 | 25.41 | King County Regional Planning | <p>Safety (page 14)</p> <p>Suggest additional text to help clarify the end goal of the safety in the plan: "This plan centers the goal of eliminating serious injuries and deaths to all transportation system users, working with partners toward safer people, safer roads, safer vehicles, and safer speeds."</p> | Safety | General | Thank you for your comment. |
| 25 | 25.42 | King County Regional Planning | <p>Table of Content</p> <p>Chapters, sections, and subsections are numbered in the Table of Contents, but not in the body of the document, making navigation more difficult. The Plan would benefit from including numbering in the body of the document.</p> | Other/Miscellaneous | General | Thank you for the suggestion. |

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| <p>26</p> <p>26.01</p> <p>Downtown on the Go</p> | <p>On behalf of the Downtown On the Go's Board of Directors and staff, I would like to share our comments on the Regional Transportation Plan.</p> <p>Downtown On the Go is the transportation advocate and resource for anyone whose life is in downtown Tacoma. We work across sectors to make Tacoma a better place to walk, bike, and take transit.</p> <p>We appreciate the opportunity to comment on the RTP. We have signed on to a joint comment letter with Transportation Choices Coalition but wanted to provide additional comments from our perspective as Tacoma and Pierce County advocates.</p> <p>The plan speaks to development of additional high frequency transit in the region, which combined with transit-oriented developments will allow for a majority of residents to live close to high frequency transit. However, we do not feel that the regional statistics provided in the plan will reflect the reality of Pierce County.</p> <p>PSRC must prioritize project selection and funding allocation outside of the immediate Seattle area. Tacoma is the third largest city in the state, but we only have one Pierce Transit bus route</p> | <p>Project Selection</p> <p>General</p> | <p>Throughout the draft plan the distinction among the region's four counties is described, including in the discussion of performance metrics and existing conditions. Related to PSRC funding, the board is taking up a discussion this year related to the distribution of PSRC's FTA funding, with a particular lens on equity and the needs across the four counties.</p> |
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| 27 | 27.01 | Anne Kroeker and Richard Leeds | <p>Dear PSRC Transportation Plan Decisionmakers, Thank you for taking the time to read and respond to our comments on your draft future aviation plan.</p> <p>We appreciate the Plan’s overall description of the current infrastructure and usage overview of our Region’s aviation, including definitions of the categories and terminologies. We also appreciate its listing of the regional studies completed in the past few years on health and economic impacts, along with studies of future transportation modes. Although they are not the full listing of all the studies and presentations done on the harmful effects of aviation fumes, both short and long term, it is a starting point.</p> <p>While presenting a nice overview of our current aviation conditions, the Plan does not propose anything new to implement as regards future aviation, as it does for other transportation modes. It simply accepts the aviation status quo to continue as we have with its growth and increasing emissions. How is this a Vision, if there is nothing presented – no goals, no options, no plan? In fact, it states that planning responsibility belongs to the FAA and airport operators (Ports), the State and other governmental agencies, which seems to allow PSRC to absolve itself from the role needed to advocate for the best interests of the economic and actual health of all our communities. However, PSRC is specifically tasked with representing the region’s priorities and interests, as a member of the State-created Commercial Aviation Coordination Commission, where projected “demand” for passenger enplanements from SeaTac are estimated to double in 2050 from the 2018 baseline, which was already a six-fold increase from the opening of the 3rd runway in 2008.</p> <p>“PSRC participates as a member of the CACC and, together with regional partners, will represent the region’s priorities and interests. A new facility or facilities will be needed because projected demand for regional passenger enplanements is approximately 55,600,000 by 2050—nearly double 2018 demand, creating a gap in capacity for about 27 million unmet enplanements each year.”</p> | Aviation | General | <p>Thank you for your comment. For a discussion of commercial aviation capacity and forecast demand, please see the recently completed Regional Aviation Baseline Study, a detailed analysis of regional Aviation needs and issues. A hyperlink to the study is found in the Aviation section of the RTP. https://www.psrc.org/aviation-baseline-study</p> |
| 28 | 28.01 | Suquamish Tribe Natural Resources Dept. | <p>1. Incorporate more of the Tribal Coordination language/elements from Vision 2050. There is little to no language regarding coordination or consultation. Any project that receives federal funding will require consultation with affected recognized Tribes. Waiting until the public notice process is not the most efficient way to engage Tribes.</p> | Other/Miscellaneous | Technical Correction | <p>Thank you for the suggestion. The final plan will have additional information regarding consultation with Tribes.</p> |
| 28 | 28.02 | Suquamish Tribe Natural Resources Dept. | <p>2. This document needs to be consistent with the Washington State Transportation Plan 2040. Strategy 4 under Recommendations to Support Environment and Health Statewide: “Identify and dedicate sufficient resources necessary to remove critical fish barriers from transportation facilities.”</p> | Maintenance and Preservation | General | <p>Thank you for your comment. The Plan's Financial Strategy includes the cost of replacing certain state and local culverts due to fish passage barrier issues and general deterioration.</p> |
| 28 | 28.03 | Suquamish Tribe Natural Resources Dept. | <p>3. Chapter 2: Performing for People, Environment and Mobility</p> <ul style="list-style-type: none"> • There needs to be a requirement that local governments inventory their culverts for fish passage issues and develop a plan to correct them in coordination with affected Tribes. • Culverts are listed under Water Quality however, they are also relevant in resiliency and climate. With changes in rainfall patterns and increasing flows during the winter and spring many culverts are under capacity and are not only causing impacts to habitat and additional fish passage issues but there is risk to roads, other associated infrastructure and adjacent development. | Maintenance and Preservation | General | <p>Thank you for your comment. The Plan's Financial Strategy includes the cost of replacing certain state and local culverts due to fish passage barrier issues and general deterioration.</p> |

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| 28 | 28.04 | Suquamish Tribe Natural Resources Dept. | <p>4. Page 180 What's Ahead – Ferries</p> <ul style="list-style-type: none"> Regarding passenger only ferries. PSRC conducted a feasibility study to determine the feasibility of potential passenger-only ferry service within a twelve county area. PSRC shared their initial findings with the Suquamish Tribe. One of the five routes identified for further study included a Suquamish to Seattle route. The Suquamish Tribe, which has opposed previous passenger ferry proposals in Suquamish, has not yet developed a position on the viability of the route. | Ferry | General | Thank you for your comment. PSRC did not include a passenger-ferry route in the 2050 transit network (see Figure 6) of the draft RTP. If the Suquamish Tribe or other stakeholders conduct planning processes that identify potential high capacity transit routes or other investments, there will be future opportunities to amend the plan to include them. |
| 28 | 28.05 | Suquamish Tribe Natural Resources Dept. | <p>Appendix D project list</p> <ul style="list-style-type: none"> It is not clear in the project list which projects are rural and which are urban. Multi-modal/expansion projects in rural areas can create a significant increase impervious surfaces, increase storm water impacts and draw population to areas that should not be a focus for growth. | Growth Management | General | Thank you for your comment. PSRC's Transportation System Visualization Tool (see https://www.psrc.org/our-work/rtp) is an interactive map with UGA boundaries that can help identify projects serving different parts of the region. |
| 29 | 29.01 | Community Transit | <p>Community Transit is pleased to submit comments on the Draft 2022-2050 Regional Transportation Plan (RTP). We are enthusiastic about continuing our partnership with the Puget Sound Regional Council (PSRC) in its mission to create a great future for the region through planning for regional transportation, land use and economic development.</p> <p>The RTP is central to implementation of PSRC's Vision 2050 plan, ensuring alignment between land use and transportation planning and particularly the integration and coordination among transportation providers such as Community Transit and our partners. Community Transit has actively participated in the development of this plan throughout its process.</p> <p>Our comments on the draft plan are focused in three areas: providing an update on current Community Transit planning initiatives that integrate with and inform strategies described in the RTP, a description of the Swift BRT Program with specific changes to projects described in the RTP, and comments related to the emerging importance of mobility on demand (MOD), as well as a priority on planning for the future transit workforce.</p> | General Support for Plan | General | Thank you for your comments. |

Major Planning Initiatives

Community Transit is currently underway with three significant strategic planning processes that will have significant bearing on our agency's future direction. These include our 2024 Lynnwood Link Bus-Rail Integration Plan, update of our Long-Range Plan (Journey 2050), and a Zero Emission Bus (ZEB) Study. Each of these large planning efforts, to be complete between Q4 2022 and Q2 2023, will directly inform Community Transit's future transit network development between 2023 and 2050. While timing of the completion of these studies will not coincide with adoption of the 2022-2050 RTP, we are considering PSRC's draft plan in our work and look forward to future coordination with PSRC to ensure alignment with the region.

- 2024 Network Restructure:

Community Transit is underway with planning to restructure our bus network in 2024 to integrate with Sound Transit's Lynnwood Link extension. The resulting integrated network will leverage Sound Transit's light rail investment, allowing Community Transit to re-invest capacity into improved transit services throughout Snohomish County. A Phase 1 outreach process inviting public input was completed earlier this year, and Phase 2 outreach will begin in May. The planning process will culminate with Board approval of the final 2024 Network Plan in December 2022. This work as well early planning work for integration with the Everett Link Extension will provide foundational planning guidance for the RTP.

Community Transit Long Range Plan (Journey 2050)

Community Transit is updating its 2011 Long Range Plan (LRP) this year. Journey 2050 will incorporate several fundamental changes in the agency's operating context since

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Thank you for your comment.

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| | | | <p>High-Capacity Transit</p> <p>Expansion of high-capacity transit, both light rail and BRT, is a cornerstone of PSRC's RTP plan update and represents the key strategy to meet growth targets while maintaining quality of life, environment, and equity in the region. Community Transit's service strategy and future planning are organized around the buildout of Sound Transit's Link light rail, Stride BRT, and our own expanding Swift BRT network. We strongly encourage the continued emphasis on HCT system development, coupled with supportive infrastructure, land use, and other integrated mobility services. Community Transit's Swift BRT program currently encompasses the following projects:</p> | | | |
| 29 | 29.03 | Community Transit | <p>Swift Orange Line: The Swift Orange Line is an eleven-mile corridor from McCollum Park & Ride to Edmonds College. It will serve the Lynnwood Regional Growth Center with the first BRT to light rail connection in Snohomish County as well as Alderwood Mall and locally designated centers along 164th Street at Ash Way and Mill Creek. This project includes 15 expansion buses, a redesigned transit center at McCollum Park, new transit center at Edmonds College, 19 platform stations and speed and reliability improvements along the corridor. This project will be completed in 2024.</p> <p>While Figure 6 in Chapter 1 shows the Swift Orange Line extending to Edmonds Station on the Edmonds waterfront, the final Locally Preferred Alternative (LPA) for the current project did not include this alignment. Community Transit's 2024 network planning includes significant service improvements that would provide frequent transit routes on transit emphasis corridors connecting Edmonds Station to light rail at Lynnwood City Center Station and Mountlake Terrace Station.</p> | Transit | Technical Correction | |
| | | | <p>Swift Blue Line Expansion: The Swift Blue Line Expansion project will extend the Swift Blue Line to Sound Transit's Shoreline North/185th Link light rail station. The project will also provide infrastructure improvements for enhanced speed and reliability along Mobility On Demand</p> | | | We will work with the sponsor to make the appropriate revisions in the final plan |
| 29 | 29.04 | Community Transit | <p>While the RTP notes the importance of mobility on demand (MOD) as an emerging element of transit in the region, changing travel patterns with the COVID-19 pandemic and a growing interest in on-demand service may indicate a need to accelerate development of MOD. Community Transit will be starting a micro transit pilot project in Lynnwood later this year. Community Transit's 2021-2026 Transit Development Plan (TDP) provides capacity for additional MOD projects in Snohomish County over the next five years. Our new Long-Range Plan (Journey 2050) will provide further policy guidance on how to work with unique community mobility needs and expand this network in the future.</p> | Emerging Technologies/ITS | General | Thank you for your comment. |

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| 29 | 29.05 | Community Transit | <p>The Future Transit Labor Force</p> <p>Labor force shortages for transit operators and other support staff are impacting transit systems, and their recovery in a post-pandemic world. The ability to maintain and expand the transit workforce is a key constraint on the ability to provide for the service expansion described in the RTP. While it is difficult to accurately predict whether these challenges will continue through the nearly thirty-year time horizon of the 2022-2050 RTP, other factors such as an aging population, and a decreasing national population growth rate highlight the need for transit agencies to consider a longer-term trend in labor force constraints. This demographic trend should be addressed in the RTP.</p> <p>Thank you for the opportunity to provide comments on the draft 2022-2050 RTP update. Community Transit hopes these comments prove helpful and look forward to our continued partnership with regional planning efforts such as the RTP.</p> | Transit | General | For information on the demographic trends on aging population and mobility challenges associated with that trend, please see Appendix B: The Coordinated Mobility Plan. |
| 30 | 30.01 | City of Edmonds | <p>Thank you very much for providing us the opportunity to submit comments regarding the 2022 DRAFT Regional Transportation Plan. Overall, the City of Edmonds thinks this plan is very well laid out and provides detailed information on all existing conditions and necessary proposed improvements throughout the region's transportation system for all modes transportation (in order to accommodate the future projected growth).</p> | General Support for Plan | General | Thank you for your comments. |
| 30 | 30.02 | City of Edmonds | <p>Upon review of the document, the following comments were noted:</p> <p>- Within the Transportation Systems Conditions Tool, the existing conditions for the bike facilities along several arterials in Edmonds aren't shown correctly (such as along SR-104 where partial bike facilities are shown and none exist along this busy corridor). How was this information collected (based on information obtained from City documents, consultant collection of existing conditions, or other method)? As part of your plan, are sharrows considered COMPLETE BIKE FACILITIES since currently shown as such (whereas bike lanes along certain stretches in Edmonds should be considered preferred future recommendation once roadway widening can be completed / allowing conversion from sharrows to bike lanes)? This change will modify your data shown in tables / graphs related to BICYCLE Lane mileage within Arterials.</p> | Bicycle/Pedestrian | Technical Correction | Thank you for your comment. The draft Regional Transportation Plan contains more detailed information on how the regional bicycle and pedestrian facility inventory was assembled as part of Appendix A: Transportation System Inventory on P.15-16, including definitions of coverage and facility types. Sharrows were considered complete facilities if they covered the full length of a road segment on both sides of the road with no gaps. |

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| 30 | 30.03 | City of Edmonds | <p>- Project #5335 included in Appendix D: One key transit future project listed in the document is the BRT Orange line is connecting McCollum Park & Ride to Edmonds Community College. Based on prior discussions between Community Transit and Edmonds, discussions were held regarding the extension of this line to Downtown Edmonds (instead of Edmonds Community College). This location has many more transportation connecting services compared to Edmonds Community College. Downtown represents a key transportation hub with direct connections to the Edmonds Ferry Terminal and Edmonds Transit Station (bus terminal and train station). Could the westernmost limits of this project be reevaluated through discussions between PSRC, Community Transit, and City staff?</p> | Project Specific | Technical Correction | <p>Any new projects or project revisions considered by Community Transit can be requested for amendment into the plan as part of the regular 4-year update cycle, or as part of the mid-term amendment cycle generally done every two years.</p> |
| 30 | 30.04 | City of Edmonds | <p>- Interurban Trail connection between Shoreline and Edmonds: the plan focuses on completing / providing safer active transportation links. This regional active transportation trail connecting Seattle to Everett has safety issues in the connection from / to Edmonds to Shoreline. This connection is located at a signalized intersection (SR-104 @ 76th Ave. W), where the users crosses (5) lanes of traffic (ADT along SR-104 approximately 35,000 vehicles per day) with many right turning movements from 76th Ave. W onto SR-104 in both directions. For both the northbound and southbound directions on 76th Ave. W, the bike lanes end ~ 500' prior to the intersection and don't start again ~ 500' after departing the intersection (leaving ~ 1,000' of unprotected sections in both directions). This project should be evaluated and its inclusion into Appendix D of the plan should be considered due to the importance of this regional trail now and in the future (especially considering the up-coming light rail station within Mountlake Terrace and Shoreline / generating increase in future bike trips within this area).</p> | Project Specific | General | <p>There are specific thresholds determining what projects are required to be identified on the RTP Regional Capacity Projects list. Projects below this threshold are found to be consistent with the plan and included in the financial strategy. Please refer to the thresholds document on PSRC's website at https://www.psrc.org/our-work/regional-planning/rtp/regional-capacity-projects-list-and-approval-process, and in the Administrative Procedures found in Appendix D.</p> |

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| 31 | 31.01 | King County Rural Areas UAC | <p>Please accept the Comments herein on the the subject Update from our Joint Transportation Initiative (JTI) comprised of eight King County Rural Area Unincorporated Area Councils (UACs), Associations (UAAs), and Organizations [*].</p> <p>We represent and advocate for the interests of ~125,000 people who live in King County's Rural Area, which covers the vast majority of the county's acreage, in discussions with King County and its cities, PSRC, State officials, and other governmental agencies.</p> <p>We provide general observations and address specific areas. We directly quote Update sections followed by our comments in bold purple.</p> <p>We applaud goals on climate, equity, mobility, and safety. We support strategies to invest the majority of available funds to maintain, preserve, and operate the regional transportation system and to direct most system improvements to transit. Finally, we support replacement of motor vehicle fuel taxes with an equitable-funding mechanism such as a Road Usage Charge, which could help unburden County unincorporated road corridors increasingly used by inter-city urban commuters.</p> | General Support for Plan | General |
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Thank you for your comments.

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| 31 | 31.02 | King County Rural Areas UAC | <p>PSRC provides a great opportunity to bring together State and City governments</p> <p>One major issue we see is that all PSRC traffic modeling and transportation planning is based on jurisdictional agreed-to Growth Targets. This only works if jurisdictions adhere to their targets, which many do, but some cities along the Urban Growth Area fringe plan to vastly exceed their housing targets (note the City of Black Diamond is the major outlier here). This scenario presents at least two problems:</p> <p>(1) PSRC Traffic-Demand Models (TDMs) and subsequent Traffic-Impact Analyses (TIAs) are thrown into disarray, locally, as they simply do not address what is planned on the ground.</p> <p>(2) Being on the urban fringe the impacts to the King County unincorporated area roads, especially in the Rural Area, is ruinous, as they are overwhelmed with urban traffic levels for which they were never designed and cannot be adequately maintained due to a funding model turned upside down.</p> | Growth Management | General |
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Thank you for your comment. As required by the Growth Management Act and Federal transportation planning regulations, PSRC uses officially adopted forecasts and growth targets as land use assumptions for future growth. In the central Puget Sound region, these are the growth targets developed by the counties and their cities, and officially adopted by the counties. The region's counties are currently in the process of updating these local growth targets.

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| 31 | 31.03 | King County Rural Areas UAC | <p>Reducing greenhouse gas emissions (pp. 10-15)</p> <p>(p. 11) “Figure 2 – Steps to Reducing Greenhouse Gas Emissions and Meeting Climate Goals”</p> <p>We applaud the plan’s recognition of the urgent need to reduce GHG emissions. However, we are alarmed to see that very little of that reduction comes from the region’s planning efforts. In fact, most comes from fuel efficiency improvements in the short run and conversion to electric vehicles in the long run. However, the region has little control over those two dominant assumptions, as they are the result of national trends and federal legislation, respectively. We recommend the text be revised to highlight more clearly that elimination of petroleum-fueled engines is the dominant factor for achieving GHG reduction goals. The graphics should be changed to place the plan’s contribution last rather than in the middle of those external influences.</p> | Climate/Environment | General | Thank you for your comment. |
| 31 | 31.04 | King County Rural Areas UAC | <p>Bicycles and Pedestrians (pp. 53-57)</p> <p>While we commend a focus on non-motorized modes of travel, consistent with the “complete streets” philosophy, that focus is entirely on urban areas. It should also be recognized similar needs are growing in rural areas. In fact, elsewhere in the RTP, it is shown traffic volumes and congestion will rise in rural areas, which underscores the need to provide “complete streets” standards and goals for improving service to pedestrians and bicycles in rural areas. Rural residents may also be viewed as a socioeconomic group that is systematically neglected and should be afforded the same attention as other societal groups in the name of social equity.</p> | Bicycle/Pedestrian | General | Thank you for your comment. The draft plan will be reviewed for opportunities to improve information and clarity on the needs in the rural area. |

Streets/Highways (pp. 62-69):

(p. 63): “Streets and highways in rural areas have operational and design characteristics unique to their urban counterparts. For example, while arterials in the urban area serve major activity centers and connect residential areas to employment centers, arterials in the rural area often serve longer through trips and are spaced more infrequently, providing fewer direct connections.”

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| 31 | 31.05 | King County Rural Areas UAC | <p>This description barely touches the surface of issues in the rural area. There are two major problems where rural roads are being made to serve urban traffic purposes to the detriment of the viability of rural areas (which the Growth Management Act pledged to support and protect). First of all, the safety of pedestrians and bicyclists is endangered. This is a “complete streets” issue and a safety issue, not a capacity issue. Secondly, the matter of access to/from abutting properties is overlooked by urban planning methods which focus on the through volumes of traffic to the exclusion of local access. In rural areas, the so-called “arterials” are also the local access roads to all the abutting farmlands and other properties. Ignoring this important function of rural arterials deprives rural residents of their traditional lifestyle by denying the importance of maintaining access to their own properties, i.e., to live the rural life as the Growth Management Act promises. This is a GMA issue and a social equity issue.</p> | Streets/Highways | General | Thank you for your comment. |
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(p. 65): “The greatest need on the regional roadway system is ongoing maintenance and preservation, which is critical to keeping highways and streets in a safe and usable condition and making the most efficient use of transportation investments to date.”

As we have already suggested above, the region needs to replace the gas tax with a VMT charge that applies to electric vehicles as well as petro-fueled vehicles, and charges for the proportional use of roads rather than the consumption of fuel. We support such a transformation of transportation system finance. We think it should be established in State law by a formula method that ensures proper calibration of the fee to the documented needs per regional plans, and not be subject to the whims of political campaigns over individual projects. Such a fee would be established much like a utility system’s user charges, which are formulated by the utility and approved by a state utility commission. In fact, why not consider doing the same with multi-modal transportation systems?

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| 31 | 31.06 | King County Rural Areas UAC | <p>As we have already suggested above, the region needs to replace the gas tax with a VMT charge that applies to electric vehicles as well as petro-fueled vehicles, and charges for the proportional use of roads rather than the consumption of fuel. We support such a transformation of transportation system finance. We think it should be established in State law by a formula method that ensures proper calibration of the fee to the documented needs per regional plans, and not be subject to the whims of political campaigns over individual projects. Such a fee would be established much like a utility system’s user charges, which are formulated by the utility and approved by a state utility commission. In fact, why not consider doing the same with multi-modal transportation systems?</p> | Maintenance and Preservation | General | Thank you for your comment. The Financial Strategy assumes the implementation of a road usage charge partway through the plan, as well as the eventual phasing out of the gas tax. |
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| 31 | 31.07 | King County Rural Areas UAC | <p>(p. 69): “Through development of their comprehensive plans, counties and cities will support implementation of the projects in this plan, as well as identify additional local improvement projects needed to support the transportation system.”</p> <p>As is well known, King County is woefully short of having sufficient funds to follow through with its transportation element in its comprehensive plans. Consequently, there should be a greater focus on financial solutions to close the observed gap in funding under current law, and to go further in resolving the adverse outcomes that are not mitigated therein (e.g., more congestion on rural roads, inadequate transit service to fringe cities, lack of attention to pedestrian and bicycle needs in rural areas, etc.).</p> | Financial Strategy | General | Thank you for your comment. |
| 31 | 31.08 | King County Rural Areas UAC | <p>Freight (pp. 70-80):</p> <p>(p. 74): “Travel data indicate trucks make a substantial portion of their trips during off-peak periods of the day—in-between the morning peak period and evening peak period when commute-related traffic is heaviest. Roadway congestion is a major impediment to reliable freight delivery, so freight providers make most efficient use of the roadway system and increase reliability by traveling more during less- congested times of day. However, truck travel does also occur during the periods of peak congestion, particularly in the morning. In 2018 the average heavy truck driver in the region spent 56 hours in congestion annually, and the average medium truck driver spent 21 hours in congestion.”</p> <p>Yes, we must strive to move freight efficiently. However, there is no recognition of how freight traffic affects the entire system, as large trucks cause major congestion during commute peak hours on all major roadways.</p> | Freight | General | Please note that the regional travel demand model, and the system performance measures based on the model output and presented in Appendix H of the plan, do account for the presence of heavy trucks during the commute peak hours. |

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| 31 | 31.09 | King County Rural Areas UAC | <p>(p. 76): “While freight transport and deliveries will continue to rely on the roadway system, projects and strategies that shift more travelers to high occupancy vehicles and non-vehicular modes are beneficial to freight because they allow roadway capacity to be more used more efficiently by users such as cargo trucks.”</p> <p>This seems to imply: “get more cars off the roads so trucks can move more freely.” However, the roads are for everyone and are paid for by everyone. If anything, all would benefit if locally originating large trucks (as opposed to inter-region long-haul trucks) could confine their major road use to off-hours, or if the transportation system could provide separate truck routes in the core of the region.</p> | Freight | General | The plan identifies a number of measures and strategies that are, or may be, employed to support more efficient freight movement by freight operators and by state and local jurisdictions. These include some roadway capacity projects that primarily focus on bottleneck points on the highway system, improvements that shift travelers to high capacity modes to make most efficient use of roadway capacity, and travel by freight trucks during off-peak periods of the day when possible to reduce the potential for delay. |
| 31 | 31.10 | King County Rural Areas UAC | <p>Transportation Demand Management (TDM) (pp. 88-93)</p> <p>While we commend recommendations to update the CTR law so as to modernize TMD strategies, there is a need to focus on long-distance commuter trips from outlying fringe cities into the urban core area, where the regional benefits of TDM would be greatest.</p> | TDM | General | Thank you for your comment. |
| 31 | 31.11 | King County Rural Areas UAC | <p>(p. 112): “...the plan identifies a total of \$168.9 billion in estimated need to maintain, preserve, and operate the existing system, which represents 56% of the total investment planned between 2022 and 2050.”</p> <p>We see this as a major long-term concern with no easy answers. That said, it remains imperative to make clear to all decision-makers that the cost (in terms of economic viability) of solving this problem is far less than the cost of no action.</p> | Maintenance and Preservation | General | Thank you for your comment. |
| 31 | 31.12 | King County Rural Areas UAC | <p>(p. 133): “Development of updated local growth targets, consistent with the VISION 2050 transit-focused Regional Growth Strategy. These targets will provide the framework for upcoming 2024 comprehensive plan updates.”</p> <p>A major flaw is introduced by using jurisdictional “growth targets,” rather than using what jurisdictions actually plan (e.g., the City of Black Diamond’s massive planned growth is not accounted for in any models, thus, results are problematic).</p> | Growth Management | General | Thank you for your comment. As required by the Growth Management Act and Federal transportation planning regulations, PSRC uses officially adopted forecasts and growth targets as land use assumptions for future growth. In the central Puget Sound region, these are the growth targets developed by the counties and their cities, and officially adopted by the counties. |

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| 31 | 31.13 | King County Rural Areas UAC | <p>(p. 138): “Land Use Cities and counties are beginning the process to update their comprehensive plans, with major periodic updates to be completed by 2024 for those in the central Puget Sound region. These comprehensive plans are a key part of the implementation of the regional growth strategy and the policies and objectives identified in VISION 2050. The adoption of growth targets in line with VISION 2050 as well as supportive regulations and implementation actions are critical in helping to achieve regional and local goals.”</p> <p>The comment above is applicable here as well.</p> | Growth Management | General | <p>Thank you for your comment. As required by the Growth Management Act and Federal transportation planning regulations, PSRC uses officially adopted forecasts and growth targets as land use assumptions for future growth. In the central Puget Sound region, these are the growth targets developed by the counties and their cities, and officially adopted by the counties.</p> |
| 31 | 31.14 | King County Rural Areas UAC | <p>The graphs and bar charts do not adequately address (if at all) the urban-generated through traffic on rural area roads and its impacts.</p> | Analysis Results | General | <p>Traffic congestion by facility is provided for all facilities in the Visualization Tool at https://experience.arcgis.com/experience/a587d27d1c444a6e891fe1b58508622d/page/Future-Conditions/. Although not directly showing where the users of the congestion are traveling, it does highlight the areas of the region experiencing congestion.</p> |
| 31 | 31.15 | King County Rural Areas UAC | <p>Congestion Management (p. 160)</p> <p>The Transportation System Visualization Tool depicts congested conditions on state highways in the King County Rural Area, but does not begin to depict related impacts on the other arterials. We have studied this problem extensively and found most county roads in SE King County are experiencing traffic growth at more than twice the rate of growth on the state highways in our area (~4% vs. ~2% per year). Traffic on rural arterials should be low (statewide average is 3,000 Average Daily Traffic [ADT]), because, in a sparse road network, they function as the local neighborhood streets of the rural community. Many of our rural arterials are carrying 2 to 3 times the statewide average for rural minor arterials per the Federal Highway Performance Monitoring System (HPMS). Rural arterials throughout SE King County are taking up the slack for state highways that do not serve the total demand. Rural residents are adversely affected by this rising through-traffic volume, even though it is below levels that generates high congestion.</p> <p>Consequently, Congestion Management could address this impact on rural residents by considering instead the level of service for safe side street ingress/egress. For that side street access in rural areas Highway Capacity Manual (HCM) methodology could be used</p> | Streets/Highways | General | <p>Thank you for your comment.</p> |

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| 31 | 31.16 | King County Rural Areas UAC | <p>(p. 166): New Revenues: User Fees—“The Washington State Transportation Commission has determined that a road usage charge (RUC) is feasible and could produce the needed revenue to eventually replace the gas tax and fund the state’s long-term transportation needs. Following a successful 2018 RUC pilot study, in 2020 the Commission recommended enactment of a small-scale RUC program as a first step in a gradual transition away from taxing motor fuel to fund the upkeep of state roads and bridges. The state Legislature directed the Commission to further explore some specific aspects of a potential RUC program.”</p> <p>While we support this concept, a key aspect is where the collected monies go, e.g., the jurisdiction where the road is located and maintained.</p> | Financial Strategy General | Thank you for your comment. The final plan will place greater emphasis on the importance, characteristics, and role of a RUC in the RTP financial strategy. |
| 31 | 31.17 | King County Rural Areas UAC | <p>(pp. 166-167): New Revenues: New Local Sources—“Cities and counties can increase transportation-related taxes and fees and use new local options for transportation funding. This includes new vehicle license fees, road and property tax levy adjustments, impact and development fees, and taxes on parking. In addition, cities and counties can utilize new revenue tools such as indexing the current state fuel tax to inflation, creating new carbon taxes on fuels, and addressing prior legal decisions on the implementation of street utility fees.”</p> <p>We concur with the concept of impact fees applied to new developments, as permitted by the Growth Management Act (GMA). What we observe; however, is that the implementation of this concept over the past thirty years has been inconsistent, inadequate, and cumbersome. Impact fees are not consistently applied and, thus, fail to support the GMA as intended. A truly regional approach is needed.</p> <p>Worst of all, impact fees are applied within each local jurisdiction’s boundaries only with external impacts not addressed. Often, in the rural areas, this is a disaster. Outlying King County cities like Black Diamond, Enumclaw, Duvall, and Carnation are separated from the main urban core by rural areas. They are growing rapidly, because GMA encourages growth in cities, but their traffic impacts are borne largely by the rural areas between them and main centers of employment in the urban core. However, there is no consideration of those impacts in the impact fee programs of those cities.</p> | Financial Strategy General | Thank you for your comment. |

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| 31 | 31.18 | King County Rural Areas UAC | <p>Policy and Plan Review (pp. 178-179):</p> <p>Review/Certification of Comprehensive Plans</p> <p>We experienced several problems with this process and believe key concerns need to be addressed. More rigidity needs to be injected into the process. Full compliance with GMA requirements must be the final measuring stick. At a minimum, Comprehensive Plans must be internally consistent and be coordinated with adjacent jurisdictions. Also, for major updates, schedule compliance also must be adhered to.</p> | Growth Management | General |
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Thank you for your comment.

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| 31 | 31.19 | King County Rural Areas UAC | <p>Policy and Plan Review (pp. 178-179):</p> <p>Review/Certification of Countywide Planning Policies</p> <p>While PSRC has no control over this process, we experienced a lack of Public participation in the now nearly completed 2021 CPP Update, as the King County Council assigned its Mobility and Environment Committee, which did not hold any Public Hearings, nor allow any Public Comments at its meetings. Then the committee passed it on to the full King County Council, which did not hold a Public Hearing until the day of its final vote!</p> <p>JTI—</p> | Growth Management | General |
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Thank you for your comment.

Appendix A—Transportation System Inventory

While the baseline inventory is good practice, some additional detail would be helpful in some areas. There is no information about miles of roadway by functional class or by level of service, nor comparable information about transit route-miles and hours by relevant subarea.

Baseline performance information is given in Appendix H, but the inventory of system elements should be covered in more detail here.

We appreciate the focus on pedestrian and bicycle facilities. Looking specifically at the rural areas, we know of no rural roads that adequately provide for pedestrians and bicycles, so the identification of 26% of rural arterials as having adequate bicycle facilities appears dubious.

We also recommend that the inventory of rural conditions divide the road mileage by low, medium, and high traffic volumes to isolate the degree of risk to non-motorized road users.

Brackets could be established as follows:

Low-risk rural roads — Those that can be regarded as “complete streets” without any paved shoulders or other “facilities” for non motorized users, to the extent that all users share the road reasonably well. An administratively practical cutoff volume, below

Appendix A—Transportation System Inventory

Bicycles and Pedestrian (pp. 15-29)

While there is excellent information here to highlight current baseline of inadequate facilities for non-motorized modes, more differentiation of sub-groups within Rural Areas is needed. This is especially true for traffic volume, since low-volume rural roads can remain

without shoulders per rural tradition, but higher volume rural roads, which are impacted by urban growth pressures, should be viewed differently. Examples include adding facilities to provide safety for pedestrians and bicycles as systemwide mitigation for urban-induced traffic volumes. In fact, a level-of-service scale could be devised in relation to traffic volume using as a benchmark the HPMS data for rural roads statewide combined with available research into safety of non-motorized road users as affected by traffic volume.

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King County Rural Areas UAC

Streets/Highways

General

We refer the reader to the Transportation System Visualization Tool, which contains information on existing facilities, including nonmotorized facilities on minor arterials and above. The tool also provides varying levels of congestion on arterials, including in the rural area.

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31.21

King County Rural Areas UAC

Bicycle/Pedestrian

General

Thank you for your comment. The draft plan will be reviewed for opportunities to improve information and clarity on the needs in the rural area.

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| 31 | 31.22 | King County Rural Areas UAC | <p>Appendix A—Transportation System Inventory</p> <p>(p. 29): Table 24. Bicycle and Pedestrian Infrastructure Policies and Regulations Inventory.</p> <p>This illustrates the disparity between what jurisdictions say and what they do. nearly all jurisdictions say something about pedestrians and bicycles in plans and policies. Yet the lack of corresponding facilities documented in preceding tables demonstrates a failure to follow through with those expressed concerns when it comes to facility improvements</p> | Bicycle/Pedestrian | General | Thank you for your comment. |
| 31 | 31.23 | King County Rural Areas UAC | <p>Appendix A—Transportation System Inventory</p> <p>Streets and Highways (pp. 29-30)</p> <p>"All streets have a designated functional classification, which depends on the level of traffic volume each street carries and the purpose of travel they serve.</p> <p>Streets are classified according to the following general designations:</p> <ul style="list-style-type: none"> • Highways generally carry the highest volumes of vehicular traffic, including trucks, buses, and automobiles. Freeways and expressways are high-speed with controlled access, and do not generally accommodate pedestrian or bicycle travel. Other state highways (state routes) function more as arterials and serve vehicular and nonmotorized travel, as well as providing access to adjacent properties. • Arterials and Collectors are high-volume streets that serve a higher mobility function as well as provide some access to properties. Of these, Principal Arterials have the highest traffic volumes and lowest access function. Minor Arterials have lower volumes than Principal Arterials but higher than Collectors, which provide connections between arterials and the | Streets/Highways | General | Thank you for your comment. |

Appendix C—Maintenance & Preservation

Methodologies for Developing Maintenance and Preservation Estimates (p. 4)
Cities and Counties (p. 4)

(p. 4) “Estimating regional maintenance and preservation need is a challenge, in particular for local assets where there are gaps in the data and inconsistencies in how the data is collected.

There is limited information available on which to base future maintenance and preservation cost estimates for local jurisdictions. Historically, the plan’s financial strategy relied upon a series of programmatic models based on historic expenditures to project maintenance and preservation investment costs for cities and counties. This approach was limited by the fact that it relied entirely on past spending and did not account for projected future need or local planning policies.”

This methodology is fraught with limitations due to incomplete source data and tends to perpetuate underfunding of maintenance and preservation by a policy of benign neglect. Yet the issue of maintenance and preservation consumes ~60% of the region’s investment funds through 2050. This matter deserves much greater attention, understanding, and formulation of adequate financing mechanisms to keep the transportation system running. While there is an absence of clear data, the need can be

Thank you for your comment. As discussed in both the Maintenance and Preservation and Financial Strategy sections and appendices, over the last several planning cycles PSRC has begun to change its maintenance and preservation expenditure estimate methodologies. Where possible, we have switched from historic data extrapolation to more nuanced, needs-based approaches that take desired results into account.

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31.24

King County Rural
Areas UAC

Maintenance and
Preservation

General

Appendix D—Regional Capacity Project List & Administrative Procedures

Every one of these projects are important to key areas of King County, yet all are far out (e.g., “2050”) on the schedule to address.]

Avondale Road

ID: 4554; Estimated Cost: \$47,112,199; Completion Year: 2050

Description: Capacity and pedestrian improvements will aid traffic flow in the Avondale Corridor.

Issaquah Hobart Road

ID: 4556; Estimated Cost: \$48,031,960; Completion Year: 2050

Description: Operational, ITS and safety improvements to congested corridor used as an Urban Connector between the Maple Valley/SR-18 area and Eastside cities.

NE 132nd/NE 128th St

ID: 447; Estimated Cost: \$36,483,851; Completion Year: 2050

Description: Widen NE 128 St for right-turn lane and shoulder. Modify signals at NE 132 St and NE 128 St. Widen NE 132 St from 3 to 4 lanes. Install a new signal at Bear Creek Rd.

Novelty Hill Road

ID: 4562; Estimated Cost: \$128,766,532; Completion Year: 2050

Description: Capacity, ITS and operational improvements will improve flow through this heavily used commuting corridor in the Bear Creek area between Duvall area and Redmond.

Appendix H—System Performance

We believe the overall message of progress in the direction of less vehicular travel, and more use of alternative modes is somewhat deceptive. While this appears to support climate change goals and urban planning goals, the alarming and unspoken message is that the change is not more. The transit/walk/bike share of trips increases substantially above current levels, but the proportion of trips made by driving alone remains at high levels around 80% to 85% of the baseline. Again, as we stated earlier, most climate change benefits derive from electrification of vehicles, not land use and transportation system plans, so a more aggressive strategy to reduce VMT per capita further would be a welcome improvement.

Hours

31

31.25

King County Rural Areas UAC

Project Specific

General

Thank you for your comment. Each sponsor identifies the timeline and budgets for the projects submitted into the RTP.

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31.26

King County Rural Areas UAC

Performance Measures General

Thank you for your comment.

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| 31 | 31.27 | <p>King County Rural Areas UAC</p> <p>Appendix H—System Performance</p> <p>Hours of Delay (p. 20) (p. 21) Figure 5. Annual Hours of Delay</p> <p>The outcome in terms of delay per household is barely an improvement, while delay per heavy truck trip rises alarmingly. This suggests inadequate attention to heavy truck facilities. Note, as well, that if a measurable percentage of heavy truck movements were shifted from general purpose freeway lanes to dedicated truck lanes (which would be no small accomplishment if possible at all in this built-up region), the release of freeway capacity to general (e.g., car) traffic would significantly lower delay per household, benefitting the entire regional population.</p> | Performance Measures General | <p>Although slight, reductions of delay per households when households grow by more than 40% between the base year and 2050 is no small feat. Truck impacts reflect the impact of growth of truck demand. There are not currently any truck only facilities proposed by project sponsors in the Plan. We will share your comments with relevant partners.</p> |
| 31 | 31.28 | <p>King County Rural Areas UAC</p> <p>Appendix H—System Performance</p> <p>(p. 21) Table 20. Annual Delay per Capita by Regional Geography</p> <p>This contains a peculiar result: delay per capita grows much more for rural areas and urban unincorporated areas than for all four categories of urban areas. How does this happen? Does it mean that rural roads are becoming much more congested due to the encroachments of urban commuter travel through rural areas? If so, why is there no provision in the RTP to recognize and offer potential solutions to reduce that congestion to the baseline level or below? Or does it mean that rural residents drive longer distances and, thus, experience more urban congestion with fewer non-automobile alternatives? If so, why is there not more attention given to providing rural residents with access to transit since their commute trips tend to be longer in distance and generate more VMT per capita and more GHG per capita than residents of the urban core area? All these issues should be addressed.</p> | Performance Measures General | <p>Changes in delay in the region's urban core - where more than 65% of future population growth and 75% of future job growth is planned is being served by investments in non-motorized infrastructure and high capacity transit. The growth in rural congestion is reflective of the reliance on driving alone for rural residents. There are planned transit service expansions for people across the region as well as increases in capacity at regional park and ride facilities but rural users are forecasted to still drive more and thus experience more congestion.</p> |

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| 31 | 31.29 | King County Rural Areas UAC | <p>Appendix H—System Performance</p> <p>Roadway Congestion & Travel Time (p. 21)</p> <p>(pp. 25-26) Figures 7 (and 8). AM (PM) Peak Period Heavy & Severe Congested Vehicle Miles Traveled by County</p> <p>These figures suggest that more attention is needed to planning in Kitsap County, Pierce county, and Snohomish County, to reduce VMT still more and thereby limit the expansion of congested roadways outward from King County.</p> | Performance Measures General | Thank you for your comment. |
| 31 | 31.30 | King County Rural Areas UAC | <p>Appendix H—System Performance</p> <p>Federal Performance Targets (p. 29)</p> <p>(p. 30) Table 25. Regional FHWA Performance Targets</p> <p>While this offers a number of interesting performance targets, including safety and reliability measures, where is the analysis of likely future outcomes for the RTP in 2050?</p> | Performance Measures General | The Federal Performance Targets are intended to be short range targets that regions use as a focus of current work. Long range outcomes in the RTP are analyzed using the variety of other performance metrics that are included in the Plan. |
| 31 | 31.31 | King County Rural Areas UAC | <p>Appendix I—Modeling Tools</p> <p>UrbanSim Land-Use Model (pp. 5-6):</p> <p>Key Assumptions</p> <p>(p. 6): “Jurisdiction-level growth assumptions (population, households, employment) for individual cities, urban unincorporated planning areas, and rural areas serve as control totals and key demand drivers in the UrbanSim model framework. These assumptions are derived from the county and regional geography level growth allocations for the Regional Growth Strategy in conjunction with locally developed growth targets.”</p> <p>Major flaws are introduced by using jurisdictional “growth targets,” rather than what jurisdictions actually plan, e.g., the City of Black Diamond’s massive planned growth is not accounted for in the model, thus, results are problematic at best.</p> | Analysis Results General | Thank you for your comment. |

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| 31 | 31.32 | King County Rural Areas UAC | <p>Appendix I—Modeling Tools</p> <p>SoundCast Travel Demand Model (pp. 6-7)</p> <p>Key Assumptions</p> <p>(p.7): “For the travel demand analysis conducted on the RTP, parcel level population, household, and employment outputs from the UrbanSim model for the Regional Growth Strategy comprise the key land use assumptions.”</p> <p>See comment above regarding the UrbanSim Land-Use Model. The SoundCast Travel Demand Model only identifies needs to the extent that jurisdictional growth targets are adhered to. It can easily simulate the traffic consequences of a major shift in land use futures in any one area, as a sensitivity analysis or as the basis for calculating the external impact on the RTP of any jurisdiction’s deviation from the growth targets. Such information would be valuable for such PSRC bodies as the Growth Management Policy Board and the Transportation Policy Board, as they consider certifying local comprehensive plans for consistency with the RTP.</p> | Analysis Results | General |
| Thank you for your comment. | | | | | |

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| 31 | 31.33 | King County Rural Areas UAC | <p>Appendix I—Modeling Tools</p> <p>SoundCast Travel Demand Model (pp. 6-7)</p> <p>Key Assumptions</p> <p>(p. 7): “The set of transportation projects and policies enumerated in the RTP provide the future (year 2050) transportation network assumptions used by SoundCast for this analysis.”</p> <p>Elsewhere it has been pointed out that some performance measures such as delay per heavy truck trip are worse in the future than at present. The RTP should discuss plans to alleviate that outcome as well as other deficient outcomes. Included there should be a sensitivity analysis to identify additional system elements that could be considered as options.</p> | Analysis Results | General |
| Thank you for your comment. | | | | | |

Appendix J—Financial Strategy

Developing the Financial Strategy (p. 4)

(p. 4): “The financial element of the RTP provides a comprehensive picture of the financial requirements to maintain and improve the region’s transportation system. The transportation improvements identified in the plan are estimated to cost approximately \$300 billion (year 2022 constant dollars) between 2022 and 2050, including nearly \$170 billion to operate, maintain, and preserve the existing system. Current-law revenues — defined as existing sources of funds at current tax rates — were found to be sufficient to fund approximately 86% of the identified need. The RTP financial strategy highlights the importance of developing new statewide and regional sources of funding to fill the 14% gap and support the plan’s implementation.”

It is good that ~56% of monies will go to maintenance and preservation the existing system, but no mention is made of maintenance and preservation of any new improvements, etc. also, the 14% “gap” is large: ~\$42B.

Appendix J, the Financial Strategy, contains information on the inclusion of maintenance and preservation of the new system improvements in the plan.

31

31.34

King County Rural Areas UAC

Financial Strategy

General

Appendix J—Financial Strategy

Current Law Revenue

(p. 4):

“• Forecasting current law revenues from existing revenue streams based on historic data from an array of sources, including the State Auditor’s Office Budget and Accounting Reporting System (BARS) data for cities and counties.

• Employing updated tax-base forecasts to support financial estimates for all transportation revenue sources contained in the RTP. The 2018 Regional Economic Forecast was incorporated into all aspects of financial planning for the 2022-2050 RTP. • Including integration of projected revenue from recently passed local initiatives.” Revenue streams/sources have various limitations of where and on what they can be used.

how does this affect the financial strategy/analyses? Our concern rests with current limitations that affect King County road maintenance and preservation, in addition to lack of revenues from many users of King County roads.

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31.35

King County Rural Areas UAC

Financial Strategy

general

Thank you for your comment.

Appendix J—Financial Strategy

Estimating Current Law Revenues

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31.36

King County Rural
Areas UAC

Current Law Revenue Sources

Financial Strategy

general

(p. 8): "Figure 5 highlights estimated current law revenue by program area:"
This highlights how the counties are cash-strapped by the existing revenue streams/
sources. This has proved to be unsustainable and progressively worsens each year.

Thank you for your comment.

Appendix J—Financial Strategy

(p. 9): "The sources that comprise current law revenue by program area include:

Counties

- "County Road Levy"
This is only imposed on unincorporated area residents.

- "General Fund"

- "Mitigation and Impact Fees"
This is minimal due to small business tax base.

- "Real Estate Excise Tax"
This is minimal due to relatively little development.

- "Other Local Fees"
What "other fees" and do they amount to much ?

- "Fuel Tax"
This is not user proportionate due to state tax allocation formula.

- "Other State Funds"
What are they ?

- "Federal Grants and Funds"
These are minimal and typically go to large projects

Financial Strategy

General

Thank you for your comments.

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| 31 | 31.38 | King County Rural Areas UAC | <p>New Revenue Risks and Uncertainty</p> <p>(p. 10): “A detailed description of all the design and implementation risks associated with this effort is beyond the scope of this document, but issues of public acceptance, governance, toll policy objectives, dispensation of revenues, fairness, privacy, and administrative burden are being actively considered and addressed as new user fees are implemented.”</p> <p>While we support such user fees, distribution of the revenues collected is key, e.g., revenues should be dedicated to the facilities (e.g., roads) used, not the jurisdiction where the user lives, as that would simply perpetuate existing shortfalls faced by counties, especially King County.</p> | Financial Strategy | General | Thank you for your comment. PSRC’s board will discuss an approach to developing more detailed action steps for pursuing the financial strategy and identifying the challenges ahead. |
| 31 | 31.39 | King County Rural Areas UAC | <p>New Revenue Projections</p> <p>(p. 12): “PSRC assumes (as it did for the 2018 RTP) flexibility in the use of revenues generated by the Road Usage Charge to fund a wide variety of transportation improvements beyond roadways, without the constraints on current motor fuel taxes.”</p> <p>We support this concept, as it removes unreasonable constraints.</p> | Financial Strategy | General | Thank you for your comment. |
| 31 | 31.40 | King County Rural Areas UAC | <p>Financial Strategy County-Level Breakdown (p. 13)</p> <p>(p. 14): “In order to better understand some of the key differences in terms of how the different jurisdictions obtain their revenues, Figures 10 and 11 highlight the revenue split across different categories by county for the cities and counties program areas, respectively.”</p> <p>Figure 11 county-level revenue source split, “counties” program area shows each county’s over-reliance on ‘local’ revenues sources. This clearly is not sustainable. JT —</p> | Financial Strategy | General | Thank you for your comment. |
| 32 | 32.01 | Hopelink | <p>I hope you will consider just a few ideas as we’ve been working on the Coordinated Plan with you all for years now. I was disappointed to see that there was only one strategy addressing healthcare transportation needs. I think it’s a great strategy as partnering with healthcare is so important, but so many other solutions are needed alongside this one. And I thought we’d communicated way more ideas than just one! I do hope you would consider including two essential strategies in that section: Access to Healthcare Strategies</p> <ol style="list-style-type: none"> 1. Add or expand existing services for populations that are low- to moderate-income but do not qualify for Medicaid or eligible Medicare Advance programs. 2. Expand or offer flexibility in eligible trip types so existing specialized transportation services can provide trips previously deemed ineligible (e.g., pharmacies or grocery stores) | Coordinated Mobility Plan | General | The strategies in the Coordinated Mobility Plan were reviewed and vetted through extensive stakeholder outreach, with PSRC’s Special Needs Transportation Committee and with the Transportation Policy Board. New or modified strategies may be considered as part of future updates. |
| 32 | 32.02 | Hopelink | <p>Also under Strategy 2.1 (pg 41), you mention service available during non-peak hours like early morning or mid-day. In earlier sections, weekend service was also coupled with this need. I would suggest including “weekend” as part of the example, so it’s clear that it is also a solution to this need.</p> | Coordinated Mobility Plan | technical correction | We agree that additional clarification will be helpful on this topic and will address this in the final plan. |

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| 32 | 32.03 | Hopelink | Finally, under Strategy 5.1 (pg 42), I would suggest adding some mention of “regional coordination” as the issue is that there are so many differences and nuances across the region when it comes to reduced fare programs. The rider needs them all to work together to travel across agencies and experience the same benefit. | Coordinated Mobility Plan | technical correction | We agree that additional clarification will be helpful on this topic and will address this in the final plan. |
| 32 | 32.04 | Hopelink | *Includes an attachment with line edits and in-line comments that staff will address separately | | | |
| 33 | 33.01 | SDOT | <p>Safety</p> <p>As a transportation agency, safety is a top consideration for the Seattle Department of Transportation. We are pleased to see the Safe Systems approach featured in the plan. We believe the RTP could be strengthened by:</p> <ul style="list-style-type: none"> --Use of language to better acknowledge differences between traditional and Safe Systems approaches. --Inclusion of a workplan element for PSRC to lead discussions and develop actions for the region to take a Safe Systems approach, including review of project evaluation frameworks and development of funding mechanisms that prioritize safety and align with the federal direction in the Infrastructure Investment and Jobs Act (IIJA). --Greater emphasis on vulnerable travelers and the relationship between fatalities/serious injuries and Black, Indigenous, and people of color (BIPOC) communities. <p>--Inclusion of a discussion regarding the effectiveness of traffic enforcement and its consequences on BIPOC (especially Black) community members. This was a topic at the Transportation Policy Board.</p> <p>--Development of regional maps in the RTP that look at fatal and serious injury collisions on freight routes, key transit corridors, arterials, etc. We would like to see this analysis inform prioritization of funding for projects to address regional safety issues.</p> <p>Many of our comments seek to highlight the connection between safety and equity, including racial equity. As well, the RTP provides a great opportunity to make the connection between safety and climate. We support the development of a workplan element that allows for further discussion that strengthens messaging and relationship between regional safety and climate goals. Noting that these investments go hand in hand, workplan elements should include criteria that support efforts to reduce greenhouse gas emissions and vehicle miles travelled, and to create safer streets and places through roadway design changes that lower vehicle speeds and center on the</p> | Safety | Board Review | The board is considering amendments related to further safety work. |

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| 33 | 33.02 | SDOT | <p>Climate and Environment</p> <p>Seattle continues to prioritize the climate emergency that is causing extreme weather conditions affecting our roads and transportation networks. It is worth noting that Seattle's climate goals (80% greenhouse gas emissions (GHG) reduction by 2030; carbon free by 2050) are more aggressive than the RTP goals. In recognizing this, we want to emphasize the importance of the region working together in partnership with shared urgency to avert a climate disaster. The RTP must implement the strategies adopted in VISION 2050, and adequately address how the region will achieve its GHG reduction goals. This could be accomplished in the RTP by:</p> <ul style="list-style-type: none"> --Developing a PSRC workplan that identifies additional actions to support new technologies and decarbonization efforts at the regional level. Examples could include supporting and lobbying for State-level policies and programs such as electric vehicle (EV) rebates, as well as taking a more proactive planning role to determine how much infrastructure is required to meet the region's climate goals (vs. State or local jurisdiction efforts). The workplan should also look at the project selection framework and ensure inclusion of criteria that supports our climate goals (e.g., add requirements for projects seeking PSRC funding to reduce and report GHG and vehicle-miles travelled (VMT)). --Clarification of actions for how PSRC will directly support transportation electrification for people, goods, and services. --Acknowledging the contributions of freight to greenhouse gas emissions. We would like to see references to diesel emissions, service vehicles (used by those who must drive for work with equipment), and freight electrification. --Inclusion in the equity analysis existing and projected air quality and pollution exposure for environmental justice (EJ) populations. | Climate/Environment | General | <p>We believe these elements are already captured in the Climate and Equity sections of the draft plan. In particular, the draft plan outlines the work of the Regional EV Collaboration and various other ongoing efforts related to advancing the decarbonization of the transportation system. Freight is also acknowledged in the Four-Part Greenhouse Strategy, including the analysis of heavy duty trucks and a transition to zero emissions.</p> |
| 33 | 33.03 | SDOT | <p>Maintenance and Preservation</p> <p>Like others in the region, maintaining and preserving transportation assets is a priority for Seattle to keep people and goods moving. We appreciate the RTP's efforts to address this topic, especially around the continued challenges with funding. Seattle's maintenance and replacement needs for its aging bridges, especially those in poor condition, continue to be a priority for the City, and we look forward to working with PSRC to monitor these needs and exploring and supporting funding mechanisms for these projects.</p> <ul style="list-style-type: none"> --PSRC workplans should ensure that funding mechanisms align with federal direction in the IJA, especially around bridge programming and resilience. --We support a PSRC workplan item to continue to refine methodologies and tools to assess and monitor maintenance and preservation needs. | Maintenance and Preservation | General | <p>Thank you for your comment.</p> |

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| 33 | 33.04 | SDOT | <p>Funding</p> <p>Seattle, like the rest of the region, continues to experience growth that places a significant demand on our transportation system, requiring maintaining our existing system while also building out a network that improves safety for all travelers and helps keep people and goods moving.</p> <p>--It is great to see the RTP build upon VISION 2050 (V2050) policies that call for priority to be given to projects that serve regional growth and manufacturing/industrial centers, as well as locally identified centers. Seattle continues to evaluate and identify project needs in these various centers that support the region, including the 2019 Ballard-Interbay Regional Transportation System (BIRT) study that looked at mobility and infrastructure within the Ballard-Interbay/North End MIC. PSRC should continue to ensure that funding strategies align with V2050; this includes use of project selection criteria that directs funding to these areas.</p> <p>--We support the continued workplan to update the Policy Framework prior to each funding competition. These updates ensure regional priorities are reflected, and they need to also reflect federal direction, especially around the recently passed IJA.</p> <p>--Tools and analysis methods should continue to be developed to support the Project Selection Process. This includes the Transportation Visualization Tool, which could be useful to identify and address regional target needs such as for safety and equity.</p> | Project Selection | General | Thank you for your comment. |
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| 33 | 33.05 | SDOT | <p>Age Friendly Considerations in the RTP</p> <p>Seattle is an AARP-designated Age Friendly Community, and we aim to make our city a great place to grow up and grow old. This includes ensuring safe and accessible access to a variety of transportation, innovative mobility, and paratransit options that meet the mobility needs of older adults, people with disabilities, and low- and no-income populations. Thank you, again, for centering race and equity throughout the RTP, and for recognizing the needs of older adults. We encourage you to think of Seattle's Age Friendly team as a resource, as we regularly communicate with older adults in our region and would welcome opportunities to partner with you in serving their needs. We appreciate the RTP's recognition of the region's rapidly growing older adult population. As you note, the number of older adults is projected to grow by 85% between 2020 and 2050, eventually comprising more than one-fifth of the population. While not all older adults are disabled, there is a strong correlation: 28% of the region's adults over 65 experience a disability, as do 73% of adults over 85. As your demographic profile highlights, systemic injustices compound over a lifetime and older adults of color are more likely to live in poverty; this underscores the importance of your continued commitment to addressing disparities to advance racial equity. Access to mobility is critical to supporting healthy aging and ensuring access to the basic human services needed to thrive. Specific components of the RTP that we believe will benefit older adults include:</p> <p>--First- and last-mile improvements: shorter walks to access points, community shuttles, and mobility on demand options will make it easier for older adults to access transit services. This will allow older people to more easily access health services, stay socially connected, and participate in community life.</p> <p>--Improved pedestrian and bike options and expansion of nonmotorized access to transit: in addition to improving older adults' access to transit, this will encourage people to spend more time walking and biking. Safe pedestrian options reduce fall risk, allow for use of mobility devices, and offer opportunities for exercise and social</p> | Coordinated Mobility Plan | General | Thank you for your comment. |
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| 33 | 33.06 | SDOT | <p>Age Friendly Considerations in the RTP (cont):</p> <p>--Decarbonization of the transportation system and other climate improvements: the commitment to reducing carbon emissions will benefit the health of both planet and people, and fully electric bus fleets will reduce harmful impact on communities located near bus bases, who are disproportionately BIPOC and low-income.</p> | Health | General | Thank you for your comment. |
| 33 | 33.07 | SDOT | <p>Age Friendly Considerations in the RTP (cont):</p> <p>--Improved data collection and performance measures for specialized transportation: standardizing data across the region's many providers of specialized transportation will allow for better coordination and service delivery.</p> | Coordinated Mobility Plan; General | | <p>We agree that standardized data across the region's specialized transportation providers will allow better coordination of those programs. The draft Coordinated Mobility Plan (Appendix B) identifies this as one of the key needs and Strategy 3.2 (on page 41) of the plan addresses this need. We have committed to working with our regional partners to advance this work as part of our specialized transportation work program moving into the future.</p> |
| 33 | 33.08 | SDOT | <p>Age Friendly Considerations in the RTP (cont):</p> <p>--Addressing Mobility on Demand: we agree that further exploration of MOD options is needed, and we look forward to gaining insight from current and future pilots and proposals. We also acknowledge real-time rider information and trip planning often take place online now, and this can pose a challenge for many older adults who may not be comfortable using technology, lack access to internet and devices, and have limited resources to pay for data plans. We encourage efforts to address these challenges.</p> <p>--Applying Universal Design (UD) principals: Age Friendly Seattle has long been a proponent of UD, and we support the application of these principles to technology-based solutions, including Mobility on Demand services. Many older adults rely on mobility devices such as wheelchairs and walkers, as well as on assistive technologies that aid people with visual and hearing impairments. We support efforts to make transportation services as accessible as possible for people with these needs.</p> <p>--Effective and ADA Compliant Wayfinding: the plan acknowledges the importance of wayfinding to the success of the pedestrian and bike transit. We encourage PSRC to consider emphasizing this when awarding funding to related projects.</p> <p>--Addressing needs voiced by community members: Streamlining the eligibility review process for paratransit and increasing flexible scheduling, driver communication, and training will improve the service experience and provide better access to health and wellness destinations, including medical and human service locations for Age Friendly target populations.</p> | Coordinated Mobility Plan | General | Thank you for your comment. |
| 33 | 33.09 | SDOT | *Includes an attachment with line edits and in-line comments that staff will address separately | | | |

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| 34 | 34.01 | Pierce Transit | <p>It is great to see such bold predictions under “Access to transit” (p. 15), indicating that transit system boardings will more than triple by 2050; 59% of households will live within 1/2- mile of HCT service within the four-county region. To support that growth, you state that 70% of strategic system improvements across modes are devoted to investments in local and regional transit. (p. 16)</p> <ul style="list-style-type: none"> • The diagram noting the recognition of transit agency plans is an effective visual aid (p. 18). • “A well-maintained roadway system” is critical for transit to succeed too, especially since we recognize that we operate as “guests” in shared ROW and local street networks. (p. 18) • We also agree with the new “regular transit” definition. (p. 23) • It is good to see our partners at the MPO recognizing and projecting increased transit system demand, even though it dropped considerably during the COVID-19 pandemic. (p. 27) • Kudos on your foresight in the SGR/maintenance and preservation set-aside for transit investments too. (p. 28) | Transit | General | |
| 34 | 34.02 | Pierce Transit | <p>Local bus service to increase on weekdays by ~26% through 2050. (p. 28) Can we assume this aligns with our Destination 2040 Update vision too at 735K annual service hours? You also predict that HCT boardings increase in tandem by 62% in 2050. (p. 31) Does this include our entire Stream BRT system of five routes too? We support the vision for more affordable housing near HCT stations and corridors as it creates the needed demand for these higher cost legacy systems to succeed. (pp. 31-32)</p> | Analysis Results | General | <p>Thank you for your comment.</p> <p>The Transit investments in the RTP are consistent with local Transit Agency Long Range Plans and were provided directly to PSRC by our Transit partners. The routes in the RTP are consistent with Pierce Transit’s Destination 2040 update but only include two Stream BRT projects that are currently programmed.</p> |
| 34 | 34.03 | Pierce Transit | <p>We also think it is imperative that local jurisdictions and other relevant stakeholders fully commit to and carry through their roles and responsibilities in the planning and implementation of HCT projects. Having an elected official as a champion early in the funding process certainly helps. But as they leave office over time - which they inevitably do - transit agencies must rely on local agency planning partners acting in concert throughout the life of all HCT projects; from its conceptual development to environmental review to Design and through Construction phases, up to the first day of revenue service. (p. 33)</p> <p>If nothing else, the worldwide COVID-19 pandemic (now entering its third year) taught us that planning for a much more equitable distribution of easily accessible, safe, frequent, and reliable transit services needs to be escalated as a key criterion. As many of our most vulnerable populations regionwide rely on transit systems as their sole source of personal transport, we now owe it to them as a society to never shift our focus back to the “suburb to city center” model where the highest quality transit options are prioritized to serve the weekday 8:00 am to 5:00 pm white collar commuter. (p. 33) This needs to address the observation on page 36 as well: “More transportation services at times when they are needed.”</p> | Transit | General | <p>Thank you for your comment.</p> |
| 34 | 34.04 | Pierce Transit | <p>We would like to mention how nimble or flexible on-demand microtransit services can be. They also can better fit contextually in mature residential neighborhoods with narrow or curvilinear streets where regular transit buses may not be as welcome. (p.41) However, note that the service is known as just “Runner” without the leading “PT”. We also would request you consider placing all of the locally funded Runner and other On Demand services in the Visualization tool to fully represent the services that KCM, PT, and KT currently operate. However, we recognize that demonstration projects do not fit this recommendation. Furthermore, on Runner, PT owns the service for JBLM but operations are done by a contracted company (page 42).</p> | Transit | General | <p>Thank you for your comment. We will make the requested edits to the name of Pierce Transit’s mobility on demand service in the final plan.</p> |

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| 34 | 34.05 | Pierce Transit | Safe and direct access or connectivity to HCT and regular transit stations can be the difference between a transit patron electing to use the station or not. With the caveat that only one-third of HCT stations and one-half of regular transit stations are currently offering full and uninterrupted sidewalk access to them, the RTP points out a significant opportunity for low cost but high benefit pedestrian improvement projects that should be funded under this plan as well. (p. 56) | Bicycle/Pedestrian | General | Thank you for your comment. |
| 34 | 34.06 | Pierce Transit | It is commendable that the RTP recognizes the importance of continuously maintaining and preserving the regional roads system, including making existing capacity more efficient, even as the investments are considered “programmatic.” Heavyweight transit vehicles feel the effects of potholes and roadways operating below their surface lifespans, causing an unpleasant ride for passengers. It can also be dangerous when roadway striping and pavement markings are worn away to the point they are no longer visible from a transit operator’s elevated vantage point. (pp. 65-66) However, the RTP calls out the extensive maintenance and preservation backlogs that are particularly affecting a rapidly growing region such as ours. (pp. 110-111) The RTP’s \$28 billion is a significant “down payment” on a \$169 billion backlog of maintenance and preservation needs through 2050. Ideally, additional federal funding could become available at the national level, in the short term, to address this massive backlog through the Bipartisan Infrastructure Law. (p. 111) As of this writing, our Planning & Scheduling Department is working closely with municipalities as we look at our fixed route bus services over the next 10-20 years while they consider their Land Use amendments during the 2024 GMA Update. | Maintenance and Preservation | General | Thank you for your comment. |
| 34 | 34.07 | Pierce Transit | The RTP’s forecast of more than one-third as many residents in 2050 (over 5.82 million) as were in the region as recently as 2018 (4.2 million) sounds a loud alarm for better land use decisions while reducing greenhouse gas emissions from the transportation sector as two key mitigation strategies. To meet this projected demand, local transit providers, such as Pierce Transit, are poised to rapidly offer even better transportation choices to more riders if additional funding were to become available for vehicles, maintenance, and operations. It will be of interest to see changes in emissions sources since 2015, once the GHG Inventory is updated for 2022, especially given two years of greatly reduced commuting patterns data as a result of the Coronavirus pandemic. (pp. 128-130) | Climate/Environment | General | Thank you for your comment. |
| 34 | 34.08 | Pierce Transit | Pierce Transit supports the document’s goal of shifting to a zero-emissions transportation system to mitigate health impacts through better air quality (p. 148) and a reduction in emissions of criteria air pollutants (p. 157). Much like our transit agency peers nationwide, we realize that zero-emissions revenue vehicles are what our customers have come to expect. We are therefore beginning with a “ZEV/BEB Transition & Implementation Plan” in 2022. It will include a plan for gradually replacing all carbon emitting non-revenue or Service & Support vehicles as soon as financially possible too. | Transit | General | Thank you for your comment. |
| 34 | 34.09 | Pierce Transit | The variety of funding sources for transit agencies, as detailed under “New Revenues” (p. 166) reminds us that Pierce Transit still has a potentially untapped local finding source if our County sales tax were to increase by the additional .03% allowed within the Pierce County Public Transportation Benefit Area (PTBA). As mentioned, this continues to be the most promising operating revenues scenario for a systemwide expansion, including greater frequencies, extended service hours, additional weekend service, and new Stream BRT or fixed routes, as detailed in our Destination 2040 Update of 2020. | Financial Strategy | General | Thank you for your comment. |

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| 34 | 34.10 | Pierce Transit | After detailed review of the plan, we focused on the Visualization Tool and have a couple recommendations for that to operate easily. It appears that some layers are missing pop-ups for when a feature is selected. It would be incredibly helpful to see names of which agency owns different areas/assets (ie. include agency and route numbers and on routes layer). In its current form, the map is more helpful as a reference tool; in-depth analysis is very limited. Since the data layers appear to be hosted using ArcGIS Online, it would be helpful to include service URLs for data layers so that agencies can access layers for their own internal analysis. | Other/Miscellaneous | Technical Corrections | PSRC will seek to include these improvements to the visualization tool as it is updated. |
| 34 | 34.11 | Pierce Transit | In closing, Pierce Transit commends the Puget Sound Regional Council for this forward-looking document and the wide range of topics within, including not only very bold goals and objectives but a realistic method for achieving them over time. | General Support for Plan | General | Thank you for your comments. |
| 35 | 35.01 | 350 Seattle | Thank you for the opportunity to comment on the draft Regional Transportation Plan (RTP, or “the Plan”). There is a lot to like in this Plan; we particularly appreciated its focus on climate and mobility justice, and the ambitious targets for reducing greenhouse gas emissions and meeting climate goals, including modeling for an 83% GHC reduction by 2050. Some other features that we appreciated include the emphasis on expanding transit, on complete sidewalks and support for walking/rolling/bicycling, and on the use of the Transportation System Visualization Tool to aid stakeholders in making use of the data resources supporting the planning process. | General Support for Plan | General | Thank you for your comments. |
| 35 | 35.02 | 350 Seattle | Yet, as we step back and take an overall view of the Plan, we are concerned that it does not go far enough toward reducing the threat of climate change. Just today in the New York Times, we read: “(t)he dangers of climate change are mounting so rapidly that they could soon overwhelm the ability of both nature and humanity to adapt unless greenhouse gas emissions are quickly reduced...” (“Climate Change Is Harming the Planet Faster Than We Can Adapt, U.N. Warns,” NYT, 2-28-22) Our response to this escalating, urgent, and existential threat must be a deep transformation of our economy, including the transportation sector, that ends climate pollution as quickly as possible. The RTP fails on that score. Provided below are our suggestions for the Plan that would take us in that direction. It includes the following topics: reduction targets, road expansion, park and rides, active transportation, funding, aviation, rail, freight, ferries, and IT. Within each section there are two or three bolded sentences – those are our request for changes to the RTP. | Climate/Environment | General | Thank you for your comment. |

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| 35 | 35.03 | 350 Seattle | Climate/Environment | Board Review |
| <p>Reduction targets: VMT and GHG</p> <p>The PSRC has a goal of reducing greenhouse gas (GHG) emissions by 50% by 2030. Although the RTP has extensive reference to how it will meet the 2050 goal, it lacks guidance about how we can meet the 2030 goal. The RTP should include modeling that projects what the reductions will be in 2030. The International Panel on Climate Change is clear that it is not sufficient to meet just the 2050 goal, we also need significant reductions in this decade. The reductions that are shown in the Plan mostly come in after 2030, when it is expected that EVs will be a larger share of the overall fleet, and after a Road Usage Charge is implemented to moderate demand. Until then, the RPT mostly calls for a continuation of business as usual, which means increasing emissions. The RTP should include an analysis that shows how we can meet our 2030 goal as well as our 2050 goal. The analysis should include a wedge diagram similar to the one on p. 54 of the King County Climate Action Plan. The King County Climate Action Plan identifies reducing vehicle miles traveled (VMT) as a key strategy. The RTP currently projects a 23% decrease in per capita VMT (p. 14), which is good, but total VMT is expected to increase by 19%, due to population growth. The RTP should focus on decreasing overall VMT. not just per capita VMT. in order both to meet our</p> | | | | <p>The board is considering an amendment to add development of an interim year analysis to PSRC's work program.</p> <p>Regarding VMT, the RTP is fundamentally supporting the future as laid out in VISION 2050, calling for focused growth in compact communities and around high capacity transit. The plan includes a significant expansion of both the high capacity transit network and local transit service, as well as a focus on providing nonmotorized access to transit and completing a network of sidewalks, bicycle lanes and trails. These are two foundational elements to reduce the need for driving, in addition to the pricing mechanisms reflected in the plan. These strategies are significant and aggressive, but are mitigated by the expected growth in population and employment in the region by 2050.</p> <p>Regarding a bi-annual review period, PSRC's analysis is of on-road transportation only, and is based on the transportation network and operations, land use patterns, vehicle technology and travel behavior. It takes years for projects to be implemented and land use patterns to change, and PSRC evaluates the network from today into the 20+ year future. There would be no data available to conduct an analysis every six months.</p> |

Road Expansion

On page 66, the RTP states that road lanes for general purposes will increase by 5%, and that this growth will be in areas that have been experiencing congestion. On page 152, this 5% growth in lane miles is compared to the anticipated 28% growth in bus lanes, or the 36% growth in HOV/HOT lanes. This comparison is misleading. The road system in our area is huge, and has gotten more funding than the other modes for decades. Therefore 5% growth of a huge system should not be compared to the 28% growth in our tiny system of bus lanes. Both in economic and practical terms the 5% growth of the general purpose lanes is vast compared to the relatively small investment in our roads for the other modes such as bus only lanes. The plan should present a more realistic set of data, cost and square footage for example, to show the relative size of these infrastructure investments. The project list in Appendix D includes many road expansion projects (we counted at least 40). It is axiomatic in transportation planning that road expansion in congested areas results in induced demand and an increase in total vehicle miles traveled, which leads to a return to the congestion that gave rise to the expansion. It also results in an unacceptable increase in

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Streets/Highways

General

Thank you for your comment.

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| 35 | 35.05 | 350 Seattle | <p>Park and Rides Increasing the use of public transit is important for reducing carbon emissions and fighting climate change. However, constructing new parking stalls for Park and Rides makes station areas less walkable and transit-oriented development less appealing. Providing parking contributes to induced demand for automobile trips and promotes more dispersed low density development within driving distance of the park and ride. This guarantees an increase in VMTs and associated GHG and toxic air pollution. The projects listed in Appendix D call for expanding parking capacity by over 17,000 spaces through “leasing or construction.” As mentioned in the RTP itself, spending money on construction of new parking is “one of the most expensive ways to access transit on a per passenger basis”. We agree. We ask that the RTP discourage transit agencies from spending funds on more Park and Ride spaces. To expand them only increases GHG emissions through both the construction process and the resulting increase in automobile trips to the Park and Ride. Instead, the RTP should support leasing already existing spaces, and using the money saved from not constructing additional spaces to create better integration between all transit modes plus greater access to active transportation. This will reduce the need for automobile use to access transit</p> | Transit | General | <p>PSRC agrees that further work on access to transit is needed to facilitate use of the expanding high capacity transit network and allow for easy connections between modes. We have committed to advancing work on access to transit in the region to assist transit agencies and jurisdictions in planning for appropriate and context sensitive access needs.</p> |
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| 35 | 35.06 | <p>Active Transportation</p> <p>The Plan needs a better discussion of walkability/bikeability -- it is more than just safe sidewalks. Walking and biking should be pleasant, social, useful, and universally available.</p> <p>Pleasant walking and biking paths should be away from the danger of vehicle traffic and adjacent to greenery and shade. Walking/biking paths should also be social and useful: people should have the ability to walk/bike to recreation and commercial areas as well as through residential areas. This is the vision of the "15-minute community." The RTP should present information about 15 minute community planning, so that local governments can consider its benefits.</p> <p>For active transportation modes to be useful, there must be connectivity from walking/biking paths to other modes of transit and places that people want to go. Walking and bicycling infrastructure must also be universally available, and the Plan does not adequately address wheelchair access. The RTP should reference and incorporate findings from Disability Mobility Initiative's research paper "Transportation Access For Everyone: Washington State" which provides recommendations on how to make Washington's transportation system inclusive for disabled nondrivers.</p> <p>Proposed sidewalk and bike infrastructure projects should reflect the above concerns of pleasant, social, useful, and universally available. Some of the proposed bike lane and</p> | Bicycle/Pedestrian | General | <p>Thank you for your comment. The draft plan addresses the importance needs of improving bicycle and pedestrian facilities, as well as the needs of people with disabilities. PSRC's Prioritization Framework for Regional Capacity Projects includes these multimodal components in the application of every project.</p> <p>Regarding improving walking and bicycling facility access for people with disabilities, we have also committed to working with our regional partners to advance this work as part of our specialized transportation work program moving into the future. Please see the Specialized Transportation section (P.33-38) for more information.</p> |
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| 35 | 35.07 | 350 Seattle | <p>Funding</p> <p>The Plan places a heavy reliance on State adoption of a Road Usage Change (RUC) in order to reduce demand for driving, and thereby reduce emissions. The State has been very slow on adopting a RUC. The Council should make it clear to the State that a quick transition to a RUC with flexible spending and local options is a foundational element to the Region’s transportation plans. However, the RTP should spell out other options that the Council can pursue besides a RUC to get us the mode shift that we need. This is necessary for a number of reasons: the State may not implement a RUC within the time frame needed, or it may implement a RUC, and that may not have the expected effect in reducing demand and emissions. Lastly, because we need GHG reductions sooner, in order to reach our 2030 goals, the Council should start pursuing some of these other options now.</p> <p>We recommend that the RTP change its terminology from Road Usage Charge to Transportation System Fee. A Road Usage Charge sounds similar to the current gas tax, and may create an expectation of funding roads only. What we need is a flexible approach, as already called for in the Plan, for a fee which would fund the entire transportation network. The terminology used in the Plan will cause confusion, and should be replaced. There is a basic inequity in how transit is funded that is neither addressed nor recognised in the</p> | Financial Strategy | General | <p>Thank you for your comment. The final plan will place greater emphasis on the importance, characteristics, and role of a RUC in the RTP financial strategy.</p> |
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| 35 | 35.08 | 350 Seattle | Aviation | General |
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Aviation
 The only reasonable plan for the future of aviation is the one you mention on page 87, "Consider demand management alternatives". There is no way to "safely and equitably accommodate aviation demand." Even at current levels of flying, the health consequences of aircraft noise and pollution are major and fall largely on communities near airports, who, as you note, "have higher percentages of people of color and lower incomes, and community concerns include soil contamination from aircraft fuels and chemicals, and noise and air pollution". Furthermore, the climate impacts of aviation carbon emissions are 3 times that of on the ground emissions, endangering everyone. Even major industry leaders are realizing that demand management – capping and reducing aviation – will be necessary to meet our climate goals. The International Energy Agency (IEA) Net Zero by 2050 report calls for shifting regional flights to rail and capping long-haul and business flights (report page 84). Unfortunately, technological fixes for the problems of aviation are far from ready, and plans for alternative aviation fuels have not demonstrated carbon emission reduction from airplanes. We can't produce enough in a sustainable manner to create any substantial reduction in carbon

Thank you for your comments.

Rail
The old saying is, if you build it they will come... Transportation by rail is a very energy efficient option compared to trucks, cars, and planes. A significant mode shift to transportation by rail would be a sure way to reduce climate and air pollution emissions. And it is infrastructure we already have: we just need to extend and improve the rail lines, and make the service more frequent and reliable. The RTP should explore what a rapid build out of our regional rail infrastructure might look like. Here are some recommendations from the Climate Rail Alliance:

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- Speed up and add additional Regional Capacity Projects. See here.
- Establish a goal of off-peak, evening, and weekend service on the Sounder.
- Extend the light rail network beyond ST3 (Seattle Subway vision map).
- Develop Amtrak Cascades as a “High Speed-Regional” corridor, for purposes of planning for local and regional access to the line.

Ultra High Speed Rail (UHSR) has generated excitement. Our concern, however, is that UHSR

won't be built within the time frame needed to respond to climate change. It requires a new alignment, and California's experience has shown how long that land acquisition process takes.

The RTP should not prioritize UHSR, but instead the rapid development of the infrastructure we have into an efficient, frequent, affordable, modern service.

Transit

General

Thank you for your comment.

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| 35 | 35.10 | 350 Seattle | <p>Freight We recognize that efficient freight transport benefits Washington’s business community and overall economy. However, highway expansion should be the lowest priority solution to the growth of freight traffic in our region. The RTP should recommend that efforts to improve freight movement focus on developing and improving our rail system so that it can play a greater role in transporting freight traffic in the coming decades. We can also develop short haul truck transport by rail. This has been done in Europe between England and France in the Channel Tunnel and on several routes through the Alps in Italy, Austria, and Switzerland. Rail should also be used for drayage to and from the ports of Tacoma and Seattle where possible. Developing greater capacity to transport regional light freight by rail also addresses some of the concerns discussed in the Regional Transport Plan. First, by turning the focus from highway expansion to rail development, we reduce the wear and tear on roads caused by trucks transporting freight. Second, developing rail also improves air quality and traffic congestion in areas along the T-1/T-2 truck routes, which benefits the disproportionately higher percentages of low-income and people of color households that are located near these routes.</p> | Freight | General | <p>While PSRC does not have the authority to direct state or local jurisdictions on the specific projects they identify and prioritize through their respective planning processes, it is noted in the Streets and Highways section of the plan that planned roadway capacity projects by all jurisdictions within the region would increase total lane miles by 5% by 2050; almost all are focused on bottlenecks on roadway segments with heavy or severe congestion, and 66% are within or connected to areas of future growth. The determination of whether to move freight by ship, rail, or truck - or a combination of those modes - is made by the shipper based upon a variety of factors that include the type of cargo to be transported; the modes that serve the cargo's origin, destination, and the most efficient route between them; and the relative cost and availability of the different mode options, which are generally operated by private carriers. However, the ports and local/state jurisdictions do plan and implement projects that improve the viability of rail as a mode option, including improvements to ship-rail intermodal facilities and railroad grade separations. We will update the plan to clarify these considerations.</p> |
| 35 | 35.11 | 350 Seattle | <p>Ferries Thank you for the emphasis in the RTP on passenger-only ferries. As we decrease our car dependence, and increase mode shift to transit, walking, and biking, passenger ferries can accommodate an increasing share of people traveling across the water. And we thank you for urging that passenger-only ferries be integrated with other transit systems, so there are convenient and well timed connections between the modes. Ferries are a substantial part of the climate pollution of our transportation sector. It is therefore essential that we transition them to electric ferries. Passenger-only ferries, which are much smaller than car ferries, can be much more easily electrified. The TRP should emphasize the climate benefits of transitioning to a ferry system that has a significantly higher percentage of passenger-only trips for all trips.</p> | Ferry | General | <p>Thank you for your comment.</p> |

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| <p>35</p> <p>35.12</p> <p>350 Seattle</p> | <p>IT and the Future of Mobility Information technology can play a key role in helping our transportation system operate more efficiently and effectively, and at the same time reducing climate impacts and supporting justice and equity. We present a few suggestions for improving the IT aspects of the Plan. The category of “Communication Tools” (page 94) should also include trip planning tools. There are important linkages between these communication tools and reducing climate impacts and supporting equity; we note a few of these linkages below. The current draft (page 100) states, “Finally, there are issues related to how these services will hinder or help to meet policy goals such as vehicle miles traveled (VMT) reduction, increased transit use, and more concentrated growth in regional centers.” This seems like an overly passive perspective: instead, PSRC, as a regional planning organization, should help to shape the future on this crucial issue. Similarly, on page 101, the draft states “Within the current landscape, the bulk of investment in the research and development of emerging technologies is occurring in the private sector ...” Nonetheless, the RTP should feature the OneBusAway as an example of public sector development of a successful transit information system tool which is in widespread use in Puget Sound, as well as in Spokane; it grew out of University of</p> | <p>Emerging Technologies/ITS</p> | <p>General</p> | <p>Thank you for your comment.</p> |
| <p>36</p> <p>36.01</p> <p>All Aboard Washington</p> | <p>1. In general, the plan does not include the environmental, mobility, equity, and safety benefits of intercity passenger rail. The plan mentions future investments in “Interregional High-Speed Rail” (page 20), passenger ferries, and commercial aviation but does not include expanding investment in our existing intercity rail infrastructure. The definition of “Regular Transit” (page 23) unexplainably does not recognize intercity passenger rail as a form of transit, yet does include light rail and commuter rail. Intercity passenger rail is intercity transit and should be included in the definition of transit.</p> | <p>Transit</p> | <p>General</p> | <p>The draft plan does recognize intercity rail and bus as a form of transit, and provides distinguishing definitions to call out the particular characteristics of intercity modes of transit. See page 42 of the draft RTP.</p> |

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| 36 | 36.02 | All Aboard Washington | <p>(1 cont.) Intercity passenger rail (AMTRAK Cascades, Coast Starlight, and Empire Builder) provides a significant amount of travel capacity within PSRC's planning area and will grow in significance. The demographic changes associated with increased work-at-home, and high cost of housing in the PSRC area will result in more people commuting from outside of the PSRC region via intercity rail., including potentially from central and eastern Washington cities given further investment in existing rail infrastructure. The draft plan does not recognize this change in demographics.</p> | Intercity Rail and Bus | General | <p>Thank you for your comment. The RTP is updated on a four-year cycle. PSRC has committed to monitoring changing travel behaviors and incorporating updates in future plans (see page 13 "A time of disruption and uncertainty").</p> |
| 36 | 36.03 | All Aboard Washington | <p>(1 cont.) The Cascades service is managed by Washington and Oregon. PSRC's support to expand the service would be appropriate, welcome, and should be addressed in the plan. AMTRAK's Federally funded long distance service is inadequate. There is increased attention from Oregon, Idaho, and Montana with the enactment of the Bipartisan Infrastructure Law (BIL) to expand intercity passenger rail service. Advocacy groups in these states, including Washington State, recognize the need for, and benefits of, intercity passenger rail as part of our transportation system. The BIL offers the opportunity for restoration of the Pioneer route (Seattle - Salt lake City - Denver), and the North Coast Hiawatha (Chicago - Minneapolis - Seattle via southern Montana and Yakima Valley). The restoration of both routes are within our grasp. Other actions being discussed are expansion of Cascades service to central and eastern Washington, and establishment of regional rail compacts authorized by the BIL. Our PSRC long term plan should point out the need for better intercity passenger rail, both north-south and east-west, to provide better intercity and intermodal connectivity for Washingtonians.</p> <p>PSRC's plan should not exclude intercity rail because intercity passenger rail services extend beyond the four-county planning area. In this regard, the state ferry system is included in the plan, even though that system provides service to other counties. Freight is also a part of the plan, even though it likewise extends beyond PSRC's area and beyond state boundaries. Although AMTRAK's long distance services are federally funded, that federal funding also helps pay for our planning region's new and improved highways.</p> | Intercity Rail and Bus | General | <p>PSRC did include a section on Intercity Rail (also including Intercity Bus) starting on page 42 of the draft RTP. This section outlines existing conditions, needs, and future planning issues for these modes of transit.</p> |
| 36 | 36.04 | All Aboard Washington | <p>2. The discussion of "Specialized Transportation" (pages 33-38) does not recognize that many people with special transportation needs must get to or from cities outside of the PSRC region, or that intercity rail is an option. Many people cannot drive (approximately 20% of Washingtonians), do not own a vehicle, or are fearful of flying. Improved intercity passenger rail must be included in our transportation planning.</p> | Coordinated Mobility Plan | General | <p>Thank you for your comment.</p> |

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| 36 | 36.05 | All Aboard Washington | 3. The discussion of decarbonization and air quality (pages 135-140) should encourage investment in expanded intercity rail service for its benefits in reducing vehicle miles traveled in the region and association reduction in greenhouse gas emissions. | Climate/Environment | General | Thank you for your comment. |
| 36 | 36.06 | All Aboard Washington | <p>4. The discussion of Inter-Regional High Speed Rail (pages 170-171) is not entirely accurate and needs added clarification as follows.</p> <p>First, high speed rail (HSR), as defined by the Federal Railroad Administration, refers to a wide range of passenger rail options beginning with speeds of 90 miles per hour.¹ HSR projects with a speed of over 160 mph require land acquisition for new rights-of-way and potentially decades to complete. Therefore, 2 it is important to differentiate between HSR projects that can provide an effective climate solution and other benefits within this decade, and those that cannot. It is anticipated that Cascadia HSR envisioned along the I-5 corridor would require 30 years or longer to complete.</p> <p>Second, HSR in Japan, Europe, and Asia has been popular because the HSR networks are constructed as part of a robust network of conventional intercity rail routes that channel riders to and from the high speed networks, i.e. the conventional and high speed networks complement each other. This is why it is important to invest in our existing rail infrastructure now – both along the I-5 corridor and also east west across the state – while we begin to plan for high speed rail.</p> <p>While Figure 59 (page 170) is understandably “a vision”, it is rather misleading for a few reasons. Oregon has not indicated any interest in high speed rail south of Portland. It is unlikely that the stations depicted on the map could all be served and achieve the desired speeds. Rather, there would have to be two classes of service: a fast train with 2 or 3 stops between Vancouver B.C. and Portland, and a slower train with more frequent</p> | Big Ideas | General | Thank you for your comment. The detailed issues raised in this comment are the types of topics that would be appropriate for consideration by the Policy Committee in support of the Washington, Oregon, and British Columbia Memorandum of Understanding to continue to advance work on a high speed rail corridor referenced in Chapter 4. |
| 36 | 36.07 | All Aboard Washington | <p>5. Pages 170 and 171 seem to be a logical place in the plan to explain how expanded conventional rail is important to HSR and how conventional intercity rail using our existing infrastructure can help achieve our climate related goals within this decade.</p> <p>In July 2020 the Legislature’s Joint Transportation Committee completed a feasibility study of passenger rail service between Seattle and Spokane via BNSF tracks over Stampede Pass via the Yakima Valley. The study determined the service is both technically and operationally feasible. It is the type of service that we need to establish in order to eventually have successful HSR in Washington.</p> | Big Ideas | General | Thank you for your comment. |
| 37 | 37.01 | Jim Little (Seattle) | <p>Here are several recommendations regarding the PSRC Transportation Plan: Please include an analysis for how the Region can meet the goal of reducing greenhouse gasses from transportation by 50% by 2030.</p> | Climate/Environment | General | The board is considering an amendment to add an interim year analysis to PSRC’s work program. |
| 37 | 37.02 | Jim Little (Seattle) | The Plan should take care of the basic maintenance needs of our existing roads, and new projects should be either for high capacity bus or freight lanes. | Maintenance and Preservation | General | Thank you for your comment. The plan emphasizes that Maintenance and Preservation is a top priority. |

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| 37 | 37.03 | Jim Little (Seattle) | The Plan should identify highly congested roads as a target for high capacity bus service on dedicated bus lanes | Congestion Management | General | Thank you for your comment. |
| 37 | 37.04 | Jim Little (Seattle) | PSRC should work closely with the WA state legislature to ensure that the “High Growth” scenario for Amtrak intercity rail is implemented on an aggressive timeline. This scenario can deliver 2.4million rides/year by 2030 to 13 towns between Vancouver BC and Portland Oregon. It is a practical shovel ready way to achieve mode shift away from road use by 2030. https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf p 49 | Intercity Rail and Bus | General | Thank you for your comment. PSRC and the region's stakeholders will continue to collaborate with WSDOT on implementation of its Rail Plan, including improvements to intercity rail throughout the region. |
| 38 | 38.01 | Climate Rail Alliance | Climate Rail Alliance thanks you for the opportunity to share comments on the Regional Transportation Plan. Attached is our document addressing our main proposed revisions. Our concerns include the belief that highway maintenance, safety, and equitable access are more important than lane expansion, except if lanes are dedicated to transit, ideally for rail transit. We are firmly committed to inducing demand for rail and transit, and away from car and truck traffic on roadways. Our highway concerns are not reflected in our list. | Streets/Highways | General | Thank you for your comment. |
| 38 | 38.02 | Climate Rail Alliance | Thank you for the opportunity for public comment on the draft Regional Transportation Plan. We appreciate your focus on equitable mobility and the need to aggressively reduce climate emissions, including modeling for an 83% GHC reduction by 2050 and an intermediate goal of 50% reduction by 2030. We also appreciate the emphasis on travel choices and the need for connectivity between modes including active transportation. | Climate/Environment | General | Thank you for your comment. |
| 38 | 38.03 | Climate Rail Alliance | Please also accept our appreciation for your emphasis on Active Transportation. We want transit and multimodal well integrated with what should be the backbone of public transportation - intercity rail. | Bicycle/Pedestrian | General | Thank you for your comment. |
| 38 | 38.04 | Climate Rail Alliance | Climate Rail Alliance wants to see more aggressive modeling for 2030 emissions reduction strategies that can be implemented as quickly as possible. We are currently falling short of our 2030 goal and this puts us in the position of needing to rapidly prioritize our best strategies. We agree with other advocacy groups that the Plan should include an analysis that shows how we can meet our 2030 goal as well as our 2050 goal. We believe firmly in the unmet potential for rail, especially intercity rail, to be a top strategy for meeting our 2030 goals, when it is expanded, vastly improved, and well-integrated with other modes, and when ridership is intensively promoted. | Climate/Environment | General | The board is considering an amendment to add an interim year analysis to PSRC's work program. |
| 38 | 38.05 | Climate Rail Alliance | CHAPTER 1 Intercity Rail/Future of Intercity Rail <ul style="list-style-type: none"> At the end of the 2nd paragraph under Intercity Rail, please add the following sentence: “In planning for integrating services across all transit and active transportation modes, transportation jurisdictions need to plan on Amtrak Cascades operating hourly service along the corridor.” At the end of the 3rd paragraph, which reads: “WSDOT is working on a service development plan for Amtrak Cascades with an implementation strategy to achieve the long-term vision for expanded service.”, add sentence to read as follows: “The current Long Range Plan for Amtrak Cascades meets all of the FRA criteria for a Service Development Plan and is ready to be updated to reflect current conditions, and can provide the basis for the newly mandated service development plan.” | Intercity Rail and Bus | General | Thank you for your comment. PSRC and the region's stakeholders will continue to collaborate with WSDOT on implementation of its Rail Plan, including improvements to intercity rail throughout the region. |

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| 38 | 38.06 | Climate Rail Alliance | <p>CHAPTER 1 (cont) Freight/Railways (Also suggest in Big Ideas for Longer Range Transportation Investments - Chapter 4)</p> <ul style="list-style-type: none"> ● In planning for transport of local and regional light freight, assume that intercity passenger rail will include light freight shipping services. Develop short haul light freight on passenger trains (as was done by Amtrak in the early 1990s and by most railroads with passenger service before 1967). ● Short haul truck transport by rail - as through the Channel Tunnel between England and France and on several routes through the Alps in Italy, Austria, and Switzerland in lieu of increasing highway lanes to accommodate increased truck traffic. Use rail for drayage to/from the posts of Seattle/Tacoma to the extent possible. | Freight | General | Thank you for your comment. |
| 38 | 38.07 | Climate Rail Alliance | <p>CHAPTER 1 (cont) Aviation</p> <ul style="list-style-type: none"> ● Discontinue efforts to develop an additional commercial airport in the Puget Sound Region. Concentrate that effort instead on funding rail alternatives to existing short-haul air routes, and to existing commercial airports such as Bellingham, and developing a new, fast 150 mph) mixed passenger and truck shuttle rail line between the Puget Sound Region and Grant County airport in Moses Lake. | Aviation | General | Thank you for your comments. |
| 38 | 38.08 | Climate Rail Alliance | <p>CHAPTER 2 Priority Performance Objectives</p> <ul style="list-style-type: none"> ● Add the words “and rail” to the bullet point Access to transit, to read “Access to transit and rail”. | Transit | General | PSRC includes rail within its definition of transit. |
| 38 | 38.09 | Climate Rail Alliance | <p>CHAPTER 4 Big Ideas for Longer Range Transportation Investments (Chapter 4)</p> <ul style="list-style-type: none"> • Inter-Regional High Speed Rail <ul style="list-style-type: none"> o Add to list of examples of high speed rail when mentioning Amtrak Cascades regional service: “The Long Range Plan for Amtrak Cascades (2006) (LRP) would qualify the Cascades as a “High Speed-Regional “corridor, by FRA definition. Completion of the LRP would provide 2hr 30min service between Seattle and Portland with hourly headway and 2hr 45min service between Seattle and Vancouver BC with 2-hour headway minimum. The LRP can be shovel-ready with funding provisions and can provide jobs, equitable mobility, benefits to freight and supply chain, and reduced VMT and GHG reductions by 2030. Improvements can be made while the line is operational. Following making commitments to funding and implementation for completion of the LRP, planning for electrification of the line, while it’s operational, can begin. This is an economical, equitable, and climate-appropriate strategy for regional rail improvement, and could function efficiently as the backbone of regional transit and multimodal transportation.” o Cascadia Rail map data are not representative of UHSR project plans - are misleading to the public and should be removed. o “Ultra” is not an FRA definition of rail, even though it is used in the official WSDOT study and nowhere else in the world. Its U.S equivalent is HSR-Express. RTP needs to post the FRA definitions. o Delete the following: “The Infrastructure Investment and Jobs Act passed in November 2021 identifies \$66 billion in new funding for the Amtrak National Network, including funding for planning and developing new high speed rail infrastructure and service. As more detail emerges about this and other new funding programs, partners in the Cascadia corridor should explore the opportunity to access some of these funds to advance the vision of high-speed rail linking the megaregion.” The implication/assumption that Cascadia Rail partners “should” take advantage of IIA | Big Ideas | General | Thank you for your comment. |

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| 38 | 38.10 | Climate Rail Alliance | <p>Appendix D Park and Ride</p> <ul style="list-style-type: none"> ● Appendix D includes at least 17,000 parking spaces to be constructed around transit stops by government agencies which will have the following downsides: <ul style="list-style-type: none"> o expensive o takes more land from sustainable uses o induces demand for travel by car o encourages more development further away from population centers (sprawl) o station areas become less walkable and less appealing for transit oriented development o Better integration between all transit modes plus active transportation access will reduce the amount of parking stalls needed at station hubs <p>Appendix G Regional Capacity Projects</p> <ul style="list-style-type: none"> ● Sounder Commuter Service <p>Project #3311 Ballard Sounder Station: Speed up timeline; 2041 is too late to make a difference for equitable mobility or climate urgency.</p> <p>Project #4073 Broad Street Sounder Station (Seattle). Speed up timeline; 2041 is too late to make a difference for equitable mobility or climate urgency.</p> <p>Project #2533 Sounder Extension to DuPont. Speed up timeline; 2036 is too late to make a difference for equitable mobility or climate urgency.</p> | Transit | General | Thank you for your comment. |
| 38 | 38.11 | Climate Rail Alliance | <p>Appendix G Regional Capacity Projects (cont):</p> <p>Add new projects for increasing Sounder service:</p> <ul style="list-style-type: none"> ● Relocate Sounder platform at Edmonds Station closer to bus stop and ferry boarding for equitable access - currently it is about 600 feet from connections. ● Re-negotiate Sounder contract with BN from 2003 that limits round trips between Seattle and Everett to 4 per day until 99 years from contract date. https://www.soundtransit.org/get-to-know-us/news-events/news-releases/sound-transit-agreement-to-extend-sounder-to-everett ● Design a new contract to eventually accommodate hourly service. Current gap in service northbound from Seattle is from 7:30am until 4:05pm.(That's less than 2 hours of service from Everett to Seattle in the morning and there are exactly 2 hours of service to Everett in the evening.) ● Re-negotiate Sounder contract with BN so that the number of trains between Seattle and Lakewood can be increased; design for hourly service minimum. Current gap in service is from 8am to 3pm. Also provide evening and weekend service. ● Extend Sounder service to Smokey Point (about 14,000 AADT), Arlington (about 14,000 AADT), and Monroe (about 21,000 AADT) ● Extend commuter rail service to Covington from Auburn | Project Specific | General | Each sponsor identifies the timeline and budgets for the projects submitted into the RTP. |
| 38 | 38.12 | Climate Rail Alliance | <p>Appendix G Regional Capacity Projects (cont):</p> <ul style="list-style-type: none"> ● Link Light Rail Service <ul style="list-style-type: none"> o Accelerate completion of ST3 light rail o Extend light rail from ST3 end of line in Redmond to Lake Stevens (about 24,000 AADT) o Extend light rail network beyond ST3 as depicted in the Seattle Subway vision map https://www.theurbanist.org/wp-content/uploads/2017/07/ST-Complete.png o Extend light rail between SeaTac and Auburn then exchange the Amtrak Cascades stop in Tukwila for a stop in Auburn. Auburn has wanted a stop for decades, but two stops in the Kent Valley is counterproductive to fast intercity passenger service. The stop in Tukwila exists by virtue of being close to a highway connection to SeaTac airport. | Project Specific | General | PSRC will share these comments with Sound Transit for their consideration. |
| 38 | 38.13 | Climate Rail Alliance | <p>Appendix G Regional Capacity Projects (cont):</p> <ul style="list-style-type: none"> ● Link Light Rail Service <ul style="list-style-type: none"> o Accelerate completion of ST3 light rail o Extend light rail from ST3 end of line in Redmond to Lake Stevens (about 24,000 AADT) o Extend light rail network beyond ST3 as depicted in the Seattle Subway vision map https://www.theurbanist.org/wp-content/uploads/2017/07/ST-Complete.png o Extend light rail between SeaTac and Auburn then exchange the Amtrak Cascades stop in Tukwila for a stop in Auburn. Auburn has wanted a stop for decades, but two stops in the Kent Valley is counterproductive to fast intercity passenger service. The stop in Tukwila exists by virtue of being close to a highway connection to SeaTac airport. | Transit | General | Thank you for your comment. |

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| 39 | 39.01 | Disability Mobility Initiative - Disability Rights Washington | <p>What's Good: Appendix B: Coordinated Mobility Plan is a comprehensive analysis that recognizes that there are many factors that can make driving difficult or unfeasible for 47 percent of the PSRC region's population. In the same way you can drive out of your driveway (if you have the privilege of driving), and get smoothly to any other address in the region, the same should be true for transit, walking, rolling and biking.</p> | Coordinated Mobility Plan | General | Thank you for your comment. |
| 39 | 39.02 | Disability Mobility Initiative - Disability Rights Washington | <p>What's Concerning: The 27 percent increase in pedestrian deaths between 2010 and 2019 is alarming and unacceptable. Our region's decisions to invest in roads that increase car speeds while underinvesting in accessible pedestrian infrastructure is at the heart of this safety crisis. Every new lane of traffic means higher speeds, longer crossings, and more risk for people walking and rolling (to say nothing of the air and noise pollution along busy roads that can make being outside of a vehicle so unpleasant).</p> | Safety | General | Thank you for your comment. |
| 39 | 39.03 | Disability Mobility Initiative - Disability Rights Washington | <p>What's Missing: To create healthy, safe and equitable communities, rather than widening roads, we should be prioritizing a complete and accessible sidewalk and transit network. The RTP should include commitments to the following: ● Structure funding to prioritize building sidewalks on all arterials in the region, starting with arterials in regional, county, and local centers</p> | Bicycle/Pedestrian | General | Thank you for your comment. |
| 39 | 39.04 | Disability Mobility Initiative - Disability Rights Washington | <p>What's Missing (cont): ● Mapping existing sidewalk infrastructure on non-arterials and developing a plan to prioritize sidewalk construction and including the missing bike/ped connections and ADA improvements in the regional transportation needs assessment ● Understanding ADA compliance in the public right away throughout the region and fully funding required ADA improvements One approach to consider is that the Chicago MPO has recently hired an ADA Transition Plan coordinator after conducting a regional analysis of ADA compliance and finding that many jurisdictions within the MPO had not completed or made public ADA Transition Plans, in spite of the legal liability of noncompliance.</p> | Bicycle/Pedestrian | General | PSRC does not have the resources to track infrastructure on every facility throughout the four-county region. Our work focuses on the regional scale and has identified specific thresholds for what we are able to monitor and track. We will continue to work to improve upon our data collection and analysis efforts, and will continue to partner with our member agencies on advancing these important efforts. |

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| 39 | 39.05 | Disability Mobility Initiative - Disability Rights Washington | <p>What Else to Consider:</p> <p>The RTP must address inequities in transit service and pedestrian infrastructure. Affordability is a crisis throughout the region, and it is particularly challenging for nondrivers who can no longer afford to live in the parts of our region with the most reliable transit service and a more adequate sidewalk network, and therefore have been priced out of mobility access. As the RTP notes, there are large gaps in our regional infrastructure and transit services presently, gaps that are more likely to fall on low-income and BIPOC communities, despite the fact that BIPOC and low income households have fewer vehicles on average and are more likely to walk and roll for transportation: The RTP notes that, "Pierce and Kitsap counties both have the highest percentages of the populations with special transportation needs compared to their total population in the region." And yet the transit and paratransit service coverage, and the mapping of where sidewalks exist on arterials, show the least coverage in these more affordable counties. It is critical PSRC commit to structure funding in a way that addresses these regional inequities.</p> | Equity | General | <p>We agree that ensuring equity in transit and pedestrian infrastructure and affordability are important components of the regional transportation system.</p> <p>PSRC has primary responsibility for selecting projects to receive funds from the FHWA and FTA funding programs. PSRC's Policy Framework for each project selection process is established through our board approval process. Significant revisions have been made to the 2022 project evaluation criteria, to strengthen equity in the project selection process.</p> |
| 39 | 39.06 | Disability Mobility Initiative - Disability Rights Washington | <p>What Else to Consider (cont):</p> <p>We recommend the RTP adopts a policy that prioritizes investments in transit and sidewalk connectivity in the areas of greatest need as defined by a high density of people with "specialized transportation needs."</p> | Bicycle/Pedestrian | Board Review | This comment has been forwarded to the board for their consideration. |
| 40 | 40.01 | Washington State Department of Ecology | <p>The Department of Ecology (Ecology) supports PRSC providing funding for local transportation planning and projects that meet multiple environmental objectives. The goal of Ecology's collective comments is to help PSRC more fully meet the intention of the statement (p. 188) "The plan contains a forward-looking environmental strategy to reduce transportation's impacts on the water quality of Puget Sound, protect air quality, and meet the region's climate goals."</p> | Climate/Environment | General | Thank you for your comment. |
| 40 | 40.02 | Washington State Department of Ecology | <p>Within the Health section, we recommend the RTP include mention of how historical inequities in transportation planning may have resulted in health disparities and the importance of including an environmental justice lens in addressing public health.</p> | Health | Technical Correction | Environmental health disparities are discussed most notably in the Equity section of the draft plan, but we will review the Health section for strengthened language. |
| 40 | 40.03 | Washington State Department of Ecology | <p>[AQ Program Comments (1 of 6)] The PSRC Transportation Plan GHG reduction strategy identifies a need to reduce emissions by 80% below 1990 levels by 2050. The plan identifies several state and federal policies that are necessary components for achieving the emission limits, including federal CAFÉ standards, the Climate Commitment Act, the Clean Fuels Standard, the Clean Electricity Transformation Act,</p> | Climate/Environment | General | Thank you for your comment. |
| 40 | 40.04 | Washington State Department of Ecology | <p>[AQ Program Comments (2 of 6)] The plan states large reductions as a result of regional planning around high-capacity transit, pricing, transportation choices and technology. However, the report does not include GHG emissions data, analysis or projections of these options. We recommend including supporting analysis to assist in understanding the emissions, air quality and VMT impacts of these options.</p> | Climate/Environment | General | The plan does include an analysis of GHG emissions from each of these four components of the Four-Part Greenhouse Gas Strategy. We refer the reader to the Climate section of the document beginning on page 128. |

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| 40 | 40.05 | Washington State Department of Ecology | [AQ Program Comments (3 of 6)] On page 151, Figure 40 shows a 379% increase in light rail miles. The Sound Transit WSBLE Project Draft EIS shows nearly identical levels of emissions and VMT for the 2042 "Build" and "No Build" scenarios, suggesting that there is no significant climate, air quality or mobility benefit to the light rail project. I believe this is possibly an error in Sound Transit's analysis, but we recommend the PSRC Transportation Plan include a detailed analysis of emissions, VMT and air quality data of light rail projects to ensure this plan can achieve the stated goals. | Climate/Environment | General | The plan's analysis reflects the full transportation network and operations, including the significant expansion of high capacity transit throughout the region - well beyond just one individual project. The plan's analysis also reflects the population growth to 2050, the VISION 2050 regional growth strategy, and other operational assumptions such as pricing mechanisms. |
| 40 | 40.06 | Washington State Department of Ecology | [AQ Program Comments (4 of 6)] On p. 140, the report references diesel particulates as "identified by the Washington State Department of Ecology and the Puget Sound Clean Air Agency as the air pollutant most harmful to human health." While diesel particulate matter ranks highest among air toxics in terms of cancer risk, we would not use a blanket term like "most harmful" for a single pollutant in reference to overall human health. Instead say that diesel particulate matter is "prioritized by Ecology and PSCAA for reduction strategies due to widespread exposure and serious public health implications..." | Climate/Environment | Technical Correction | This language was sourced directly from Ecology and PSCAA's websites. The reference from Ecology is found here: https://ecology.wa.gov/Air-Climate/Climate-change/Reducing-greenhouse-gases/Diesel-emissions , and states "We have identified diesel exhaust as the toxic air pollutant most harmful to people who live in Washington." However, we will contact Ecology staff for clarification as to the correct source and citation to reference. |
| 40 | 40.07 | Washington State Department of Ecology | [AQ Program Comments (5 of 6)] Comments on Figures 37 and 51: These emissions estimates appear to be taken directly from EPA's MOVES model, which estimates emissions from onroad mobile sources only. However, the graphs are labeled simply "Criteria Air Pollutant Emissions" and "Change in Daily Tons of Criteria Pollutants", implying that they capture emissions of criteria pollutants from all sources. Captions should specify that they only include onroad mobile sources. | Climate/Environment | Technical Correction | This clarification will be made. |
| 40 | 40.08 | Washington State Department of Ecology | [AQ Program Comments (6 of 6)] Comments on Figures 37 and 51: Appendix G, which describes the methods for the criteria air pollutant emissions estimates, says that Ecology provided input files for the "most recent statewide emissions inventory" (p. 9). However, Ecology's records indicate that we have not provided these files for at least several years. Later references to Ecology's input files in Appendix G specify the 2011 emissions inventory, which is not the most recent. Appendix G should specify which year the input files correspond to and, if not 2017, remove references to recency. | Climate/Environment | Technical Correction | We will correct any outdated references to Ecology's emission inventory. However, PSRC routinely requests current baseline files from Ecology prior to these types of analyses. As noted in the document, the 2011 reference is not to an inventory but as examples from the 2011 Clean Data Determination for the PM2.5 maintenance area. |

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| 40 | 40.09 | Washington State Department of Ecology | <p>[Shorelands and Environmental Assistance Program Comments (1 of 3)] The Shorelands and Environmental Assistance (SEA) Program areas of focus includes floodplain, shoreline, wetland, and sea level rise planning. We encourage PSRC to include consideration of these important environmental features in regional transportation planning and in funding of future transportation projects, particularly with regard to siting transportation facilities in or near these features. The region's wetlands provide crucial benefits in the form of water quality improvement, water storage, and habitat. Floodplains contain important areas for habitat, but also present hazards to the built environment. Shorelines are a unique and limited resource in the region that should be reserved for natural ecological functions, public access and enjoyment, and water-dependent uses.</p> <p>These focus areas will be important for the region's resilience to climate change, including resilience to impacts from sea level rise and changes in flood intensity and frequency. Transportation planning is a key component of building the region's resiliency to climate change. This includes the consideration of where new transportation infrastructure will be located relative to sea level rise and floodplain hazard areas and where existing transportation infrastructure is at risk.</p> <p>We have the following specific recommendations for the Climate and Environment section of Chapter 2 of the RTP:</p> | Water Quality | General | <p>The Regional Transportation Plan promotes resilience and provides information on sea level rise, seismic, flood, and other hazards through the Puget Sound Hazards webmap (https://psregcncl.maps.arcgis.com/apps/MapSeries/index.html?appid=0775a678df3741788b4ad2fd4d97c09d). The plan also promotes environmental protection and encourages project sponsors to design projects that improve air and water quality. Environmental review is completed at the project level and includes assessment of the natural resources listed.</p> |
| 40 | 40.10 | Washington State Department of Ecology | <p>[Shorelands and Environmental Assistance Program Comments (2 of 3)]</p> <ul style="list-style-type: none"> • Within the Resilience section, sub-section What's Ahead? on page 145, we suggest adding information about how the RTP or other planning efforts advance the Regional resilience policy that is listed. | Climate/Environment | General | <p>Thank you for your comment.</p> |
| 40 | 40.11 | Washington State Department of Ecology | <p>[Shorelands and Environmental Assistance Program Comments (3 of 3)]</p> <ul style="list-style-type: none"> • Within the list of best management practices on page 147 under the Water Quality section: <ul style="list-style-type: none"> o "Restoring streams, (wetlands), buffers, and floodplains alongside transportation facilities." --add wetlands o "Avoiding and minimizing new impacts to wetlands, floodplains, and shorelines." --add practice to list | Water Quality | Technical Correction | <p>The document will be updated to reflect these suggestions</p> |
| 40 | 40.12 | Washington State Department of Ecology | <p>[Water Quality Program Comments] We understand that the goals of the RTP are primarily focused on reducing climate change impacts and improving air quality but request that PSRC consider adding emphasis on water quality considerations for designing and funding future transportation projects in these Counties. We have known for decades that untreated runoff from our transportation system causes water quality problems and harm fish and biota. Each new transportation project provides an opportunity to reduce pollutant concentrations and toxicity in runoff.</p> <p>We suggest PSRC expand the short section on Water Quality on pp. 146-148 and add a few key points to the Big Ideas presented on pp. 183-4 as follows.</p> | Water Quality | General | <p>Thank you for your comments.</p> |

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| 40 | 40.13 | Washington State Department of Ecology | <p>[Water Quality Program Comments]</p> <p>Suggested edits/additions to both the water quality and big ideas sections:</p> <ul style="list-style-type: none"> •As transportation projects are planned and developed, project implementers should consider how to "minimize impacts" (maximize treatment of road runoff and improve hydrological function.)--replace "minimize impacts" with text in parentheses •Comprehensive plan updates should emphasize protection and improvement of water quality.--add •Look for opportunities to create regional stormwater treatment facilities that treat runoff from large areas of roadways and parking surfaces.--add •Maintain and protect riparian buffers and wetlands to the greatest possible extent.--add •Retain and plant shade trees and evergreens, particularly at pedestrian-oriented projects, for combined benefits--add | Water Quality | General | PSRC will review the document for opportunity to provide further clarity in this section. |
| 40 | 40.14 | Washington State Department of Ecology | <p>[Water Quality Program Comments]</p> <p>Some other context that PSRC can consider including in the Water Quality section:</p> <ul style="list-style-type: none"> •Considering the known detrimental impacts of our automotive vehicle-based transportation system on Puget Sound region streams, lakes, wetlands, and marine environment the Water Quality section, local and regional transportation planners should be on notice about the ongoing and increasing need to address polluted runoff from roads, highways and parking areas including ferry terminal areas. •We have long known that metals, PAHs and roadside use pesticides are harming fish and other aquatic biota. The good news is that runoff treatment works to prevent these effects; the challenge is the limited space generally available for adding effective treatment at transportation project sites. However, since the discovery that 6PPD-quinone from tire wear particles is the cause of Coho pre-spawn mortality, a focus on reducing pollution from road runoff is more important than ever. Ecology and other entities in the region – and around the globe – are learning and processing a growing body of information about the toxic impacts of tire wear particles on salmon, and in particular Coho and steelhead. If it is true that there is no safe amount of 6PPD-quinone in a Coho-bearing stream, there will be pressure to fully treat all road runoff from projects discharging to those streams. •2024 Comprehensive Plan updates should be forward-thinking about better addressing water quality in local transportation projects. Emphasize protection and improvement of water quality in streams, lakes, wetlands, groundwater, and Puget Sound. •The magnitude of the need for retrofits and full treatment of road runoff to sensitive environments in the PSRC counties is immense. Prior modeling efforts have shown that the costs to fully protect water quality in urbanizing streams is estimated to be about \$20-30M per acre, and around ten times that for streams in the urban core. •The Water Quality section references the Salmon Safe program that offers standards and certification for transportation infrastructure. PSRC might say more about how <p>[Water Quality Program Comments] Ferries 1 of 3</p> | Water Quality | General | PSRC will review the document for opportunity to provide further clarity in this section. |
| 40 | 40.15 | Washington State Department of Ecology | <p>[Water Quality Program Comments] Ferries 1 of 3</p> <p>We offer these additional comments about ferry operations:</p> <ul style="list-style-type: none"> •The RTP should emphasize that current and future WSDOT ferry projects must incorporate Executive Order 20-01 State Efficiency and Environmental Performance, specifically focusing on Emissions, Solid Waste, and Toxics Reduction Initiatives. WSDOT (and other state agencies) should continue to strive to meet state and agency Executive Order 20-01 goals. <p>[Water Quality Program Comments] Ferries 2 of 3</p> | Water Quality | Technical Correction | The Ferries sections in Chapters 1 and 4 discuss the environmental challenges and opportunities of maintaining and expanding the ferry system. |
| 40 | 40.16 | Washington State Department of Ecology | <p>[Water Quality Program Comments] Ferries 2 of 3</p> <ul style="list-style-type: none"> •The RTP should encourage WSDOT to continue to pursue annual certification through environmental certificates programs such as Green Marine. As ferry infrastructure increases, encourage other regional ferry vessel operators to participate in such programs. | Water Quality | General | The document will be reviewed for additional clarity and guidance to member agencies as they perform this work. |

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| 40 | 40.17 | Washington State Department of Ecology | <p>[Water Quality Program Comments] Ferries 2 of 3</p> <ul style="list-style-type: none"> The Southern Resident Killer Whale Task Force specifically called out several policies directed at WSDOT that should be reinforced in the RTP: <ul style="list-style-type: none"> oContinue to develop and expand the Underwater Noise Mitigation and Management Plan for the Protection of Marine Mammals as ferry traffic expands in the Puget Sound region. oContinue to engage with the Enhancing Cetacean Habitat and Observation (ECHO) program and incorporate the programs long term goal of developing and | Water Quality | General | PSRC will review the document for opportunity to provide further clarity in this section. |
| 41 | 41.01 | Rachael Ludwick (Seattle) | <p>The main questions I have regarding our transportation system are:</p> <ul style="list-style-type: none"> How are we changing it to address climate change? How are we changing it to reduce serious injuries and deaths to zero? <p>This plan does not currently clearly addressing either of these completely. While these are my main concern, at the end of this comment I list some other smaller but related concerns with the plan.</p> | Other/Miscellaneous | General | Please see the Climate Change and Safety sections in Chapter 2. |
| 41 | 41.02 | Rachael Ludwick (Seattle) | <p>For safety, there are major issues including that, most notably, there are no concrete goals for reducing serious injuries and deaths. In a section on "Safety" it says: "In addition, VISION 2050 includes the following policy related to safety: Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious injuries." That is not a policy. To the degree it is a policy, random chance and factors outside the control of regional leaders could result in meeting the underlying objective (e.g. as medical science improves, more pedestrians will survive). The plan should have measurable goals on pedestrian and non-pedestrian injury and death, along with strategies and mitigations to invoke over time if current policy is not meeting them. As a concrete example, Seattle has officially reduced most roads speed limits to 25 or 20 mph. This has already shown to have a small but measurable effect on some roads even without major road design changes. Where is the policy that attempts to get more cities & towns in the Puget Sound region following suit? Another way PSRC planning could concretely reduce transportation deaths is setting actual policy goals around the share of vehicles on the road that are more dangerous to other road users including the ever larger trucks and SUVs used as passenger vehicles (set to get</p> | Safety | General | The board is considering amendments related to further safety work. |

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| 41 | 41.03 | Rachael Ludwick (Seattle) | <p>For climate, I am deeply concerned we are not serious about addressing the emissions from transportation. The plan itself notes that 35% of emissions in the region come from transportation. As electrical production becomes increasingly clean, that share will only increase (in Seattle itself, with a mostly clean electrical utility, transportation emissions are more than half). The current scientific projections on transportation impacts on climate emissions seem to require that United States places reduce our emissions substantially, including around 50% reductions in vehicle miles traveled by 2030 or 2035 in order to meet a 1.5C temperature increase (still horrifically harmful to many people and ecosystems). That is, reducing VMT is important, not merely electrifying vehicles. This plan does not seem to address that need. By 2050, it projects that still more than half of work commute trips will be single occupancy vehicle, for example. In another section, the plan has average distance driven per day only going down a little bit (from 17 to 14 miles per day). It seems clear these projections for the plan as written will not reduce VMT enough to meet climate goals. Electrifying transit, well underway, will not be the major issue for reducing transportation emissions. While freight will be harder, it's also a relatively small portion of overall</p> | Climate/Environment | General | <p>The RTP is fundamentally supporting the future as laid out in VISION 2050, calling for focused growth in compact communities and around high capacity transit. The plan includes a significant expansion of both the high capacity transit network and local transit service, as well as a focus on providing nonmotorized access to transit and completing a network of sidewalks, bicycle lanes and trails. These are two foundational elements to reduce the need for driving, in addition to the pricing mechanisms reflected in the plan. These strategies are significant and aggressive, but are mitigated by the expected growth in population and employment in the region by 2050. The plan's full Four-Part Greenhouse Gas Strategy therefore identifies all of the necessary steps to significantly reduce greenhouse gas emissions into the future.</p> |
| 41 | 41.04 | Rachael Ludwick (Seattle) | <p>Some smaller items;</p> <ul style="list-style-type: none"> The plan's use of "multimodal" to describe projects is, honestly, farcical. If you dig into projects that get that label, many are straight up capacity expansion primarily for passenger vehicles with some kind of other mode as a partial improvement. Some of them are literally just sidewalks or "wide shoulders" as part of a highway or arterial expansion. That is NOT multimodal. Sidewalks are mandatory in any place people might be walking (urban and residential areas) and don't make a project multimodal! | Project Specific | General | <p>Thank you for your comment.</p> |
| 41 | 41.05 | Rachael Ludwick (Seattle) | <ul style="list-style-type: none"> The plan notes that 83% of trips on transit are started using a non-motorized (walk, bike) mode. However, current regional transit systems spend incredibly disproportionate amounts of money on supporting motorized connections to transit (typically through parking facilities which can cost tens and hundreds of millions). How is this inducing additional demand and exurban residential development? How is the transportation plan going to meaningfully reduce increasingly sprawling development? | Transit | General | <p>PSRC agrees that further work on access to transit is needed to facilitate use of the expanding high capacity transit network and allow for easy connections between modes. We have committed to advancing work on access to transit in the region to assist transit agencies and jurisdictions in planning for appropriate access needs.</p> |
| 41 | 41.06 | Rachael Ludwick (Seattle) | <ul style="list-style-type: none"> The section on active transportation talks about perceived safety reasons for people not adopting them but then provides a laundry list of ways local governments are addressing this, though mostly these are various forms of better communication, as if telling people it's safe will work. There needs to be stronger policy on how local governments can make active transportation actually safer. Even if I don't get hit by someone zipping within a foot of me in a crosswalk, it is going to affect my feelings of safety no matter how much the local government tells me it's safe. | Bicycle/Pedestrian | General | <p>Thank you for your comment.</p> |

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| 42 | 42.01 | Pierce County Planning & Public Works | <p>Thank you for the opportunity to submit our comments to the Draft PSRC 2050 Regional Transportation Plan (RTP). The Pierce County Planning and Public Works Department offers the following technical revisions for your consideration.</p> <p>CLIMATE AND ENVIRONMENT</p> <ul style="list-style-type: none"> • Revise Figure 33 in the draft to clearly convey the cumulative impact of efforts. <ul style="list-style-type: none"> o One option is a wedge analysis format such as this, which shows how all CAFÉ Standards, VISION 2050, the RTP and Decarbonization of the Transportation Fleet work together to meet regional emission reduction goals over time. <p>https://kingcounty.gov/~media/services/environment/climate/strategies/ghg-inventories/kingcounty-ghg-wedge-summary-7-3-19.ashx?la=en</p> | Climate/Environment | General | Thank you for your comment. PSRC will continue to work to provide clarity in this and all sections of the plan. |
| 42 | 42.02 | Pierce County Planning & Public Works | <p>CLIMATE AND ENVIRONMENT (cont)</p> <ul style="list-style-type: none"> • Standardize sub headers whenever possible, such as keeping “existing efforts” and “what’s ahead” for each subsection noted on pages 128-149 (climate, air quality, resilience, water quality, health). | Climate/Environment | Technical Correction | Thank you for your comment. |
| 42 | 42.03 | Pierce County Planning & Public Works | <p>CLIMATE AND ENVIRONMENT (cont)</p> <ul style="list-style-type: none"> • Provide a link to the Regional Capacity Projects List and Approval Process webpage in Appendix D to inform readers which measures are considered in project prioritization scores. | Climate/Environment | Technical Correction | This link is provided in the Administrative Procedures appendix, but will be made more prominent. |
| 42 | 42.04 | Pierce County Planning & Public Works | <p>TRANSPORTATION FINANCE</p> <ul style="list-style-type: none"> • Add details on how to finance improvements necessary to achieve Vision 2050 aspirations, as well as strategies for how local jurisdictions may respond if financing and/or annexation is not achieved as envisioned. | Growth Management | General | Thank you for your comment. Chapter 3 contains the plan's regional financial strategy, identifying costs of planned projects and projected revenues to support the regional transportation infrastructure and services necessary to support the VISION 2050 Regional Growth Strategy. Individual jurisdictions and transportation agencies are required to identify more detailed projects and projected costs to support growth at the local level. |
| 42 | 42.05 | Pierce County Planning & Public Works | <p>ACTIVE TRANSPORTATION</p> <ul style="list-style-type: none"> • Retain the goal from the 2018 Plan that had a strong focus on active transportation for all ages and abilities. • Retain Goal 2, Objective 1 in Appendix L of the 2018 Plan that reads “engage with PSRC’s Policy Boards, committees, members and departments to better integrate implementation of active transportation in projects and programs.” | Bicycle/Pedestrian | General | Under coordination with PSRC's Bicycle/Pedestrian Advisory Committee, bicycling and pedestrian needs were elevated and incorporated into the draft RTP document, rather than simply being in a separate document included as an appendix. This includes a Bicycle/Pedestrian section in the draft plan, as well as addressing the nonmotorized access to transit needs in the Transit section of the plan, and the bicycle/pedestrian issues identified in the Safety section of the plan. These are critical elements of the plan that will continue to be incorporated, and are also part of PSRC's transportation system data visualization tool and ongoing data collection efforts. In addition, we have committed to working with our regional partners to advance this work as part of our specialized transportation work program moving into the future. Please see the Specialized Transportation section (P.33-38) for more information. |

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| 42 | 42.06 | Pierce County Planning & Public Works | <p>TRANSPORTATION DEMAND MANAGEMENT</p> <ul style="list-style-type: none"> • Include strategies and actions in this section, which serves as a vital reference point for agencies when submitting competitive grant applications. • Include TDM in the Integrated System graphic located in Chapter 1. | TDM | General | Thank you for your comment. |
| 42 | 42.07 | Pierce County Planning & Public Works | <p>DATA VISUALS</p> <ul style="list-style-type: none"> • Display data at the county level to assist implementation by local jurisdictions. • Accompany maps with informational tables. | Analysis Results | General | County metrics are provided in Appendix H: System Performance. |
| 42 | 42.08 | Pierce County Planning & Public Works | <p>MAKING THE PLAN MORE RELATABLE</p> <ul style="list-style-type: none"> • Develop a one-to-two-page profile page of each constituent county and incorporated jurisdiction's current transportation challenges and opportunities. • Add a graphic at the beginning of the document that shows baseline traffic conditions so that future aspirations can be compared to current state. | Other/Miscellaneous | General | Thank you for the suggestions. |
| 42 | 42.09 | Pierce County Planning & Public Works | <p>MAKING THE PLAN MORE RELATABLE (cont)</p> <ul style="list-style-type: none"> • Provide more narrative about state and regional roadway congestion. o Include the current state of the major state facilities, either by delay or directional peak travel time as well as the future with/without certain strategies such as pricing. o Another feature that can be shown are the origins and destination times via mode. | Congestion Management | General | Thank you for your comment. Please note that existing and projected future peak hour congestion on major state facilities is presented in the visualization tool that was developed as part of the plan, and PM peak SOV travel times for key regional corridors are presented in Appendix H System Performance Measures. While mode share projections presented in Appendix H are based in part by the relative travel times between modes systemwide, corridor travel times for other modes were not explicitly summarized from the regional model results. The plan did not include analysis of scenarios; all future analysis assumes pricing, as supported by adopted state and regional policies. |
| 42 | 42.10 | Pierce County Planning & Public Works | <p>ADDITIONAL ELEMENTS</p> <ul style="list-style-type: none"> • Add Glossary of Terms. o This could be copied from the Vision 2050 glossary and supplemented with terms that are unique to the RTP. • Provide hyperlinks to Vision 2050 where it is referenced. | Growth Management | General | Thank you for your comments. Final formatting of the document will provide hyperlinks to supporting and referenced documents. We will explore including a glossary. |
| 42 | 42.11 | Pierce County Planning & Public Works | <p>ADDITIONAL ELEMENTS (cont)</p> <ul style="list-style-type: none"> • The term "active transportation" has long been the accepted term regionally and should be used instead of "nonmotorized" throughout the document. | Bicycle/Pedestrian | General | Thank you for your comment. We will continue to work with PSRC's Bicycle/Pedestrian Advisory and Special Needs Transportation Committees, as well as ongoing stakeholder outreach, to maintain currency on all relevant terminology. |

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| 43 | 43.01 | Anonymous User | <p>The plan does not include adequate cost data for Pierce Transit's concept of developing periphery lines to join the main line for connections among Tacoma, Federal Way, Seattle and beyond. Given the decrease in worker commuting our business community (Pacific Avenue Business District) has recommended increasing Express buses along Pacific Avenue (from approximately 224th to 38th), by pass the overcrowded Tacoma Dome terminal for year round Seattle riders and attendance at winter legislative session in Olympia.</p> <p>BRT construction has cost much less when a large undeveloped land mass is available. Pacific Avenue is lined with low-income and BIPOC managed and owned small businesses. The boarding requirement of walking two blocks for entry is nonsensical for functionally dependent elderly, adults and young children.</p> <p>The manner in which Pierce Transit staff have approached the community has been threatening causing several businesses to discontinue (2019 to present) operations. Unfortunately, the unprofessional behavior and failure to provided objective analysis will contribute significantly to the demise of the Pierce Transit organization.</p> | Project Specific | General | Thank you for your comment. |
| 44 | 44.01 | City of Woodinville | <p>Thank you for the all the work that has gone in to updating the 2022-2050 Regional Transportation Plan and for the opportunity to provide comment. While many components of the Plan build upon the policies and goals outlined in the regionally adopted Vision 2050, we do want to bring projects within Woodinville that are not included in your plan to your attention.</p> <p>The first is a pair of projects within a suite of projects that the City has been undertaking for years to prepare for the increased housing and workforce density coming to the City. The SR 522 and SR 202 Corridor Improvements and Gateway Projects, ST-13-002 and ST-21-009 in the City's Capital Improvement Plan, are planned to total at least \$18,285,000 over the next six years with scoping and design occurring in 2023-2025 by the City. Building on projects already included on the identified project list, this project rises to the level of a roadway project on State Routes with anticipated capacity changes and realignment and should be included on your project list</p> | Project Specific | General | PSRC conducted a call for projects for the draft RTP in late spring of 2021, and sent several reminders to the City of Woodinville. No project submissions were received. However, we will conduct a limited call for projects in the mid-cycle 2024 timeframe, at which time these projects may be submitted for entry into the plan. |
| 44 | 44.02 | City of Woodinville | <p>The second project is the extension of the Eastrail Corridor, formerly known as the Eastside Rail Corridor Trail, through Downtown Woodinville to the Snohomish County line. The Eastrail Corridor will be an uninterrupted 42-mile trial that will connect the Eastside of King and Snohomish Counties like never before. Identified as P-13-001 in the City's Capital Improvement Plan, this project extends the trail network currently listed on PSRC's project list through the segment of the former BNSF rail corridor that the City purchased in 2014. This project is anticipated to cost \$8,780,000 and should be incorporated into the current Eastrail Corridor project included on PSRC's project list that is currently incorrectly identified as ending in Downtown Woodinville instead of extending through to Snohomish County.</p> | Project Specific | General | The limits of the Eastrail project reference were identified and submitted by the project sponsor, King County. Any new projects or project revisions may be submitted during the mid-year amendment cycle in 2024, or by special request to the board. In addition, there are thresholds above which projects must be identified on the Regional Capacity Projects list; projects below this threshold are considered consistent with the plan. |

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| 45 | 45.01 | Puyallup Age-Friendly City Action Plan Transportation Task Force | <p>Thank you for the opportunity to provide feedback on the Puget Sound Regional Council's 2022 Regional Transportation Plan. At the Age Friendly Puyallup Task Force, we aim to make Puyallup a great place to grow up and grow old, and this includes ensuring access to transportation services that meet the mobility needs of older adults.</p> <p>We appreciate the RTP's recognition of the region's rapidly growing older adult population. As noted in the plan, the number of older adults is projected to grow by 85%, eventually comprising more than one-fifth of the population by 2050. As the older adult population increases, so will those 85 and above, 73% of whom have disabilities.</p> <p>Considering the growing proportion of regional constituents in need of specialized transportation services, the two questions below continue to be top of mind:</p> <ul style="list-style-type: none"> - Of the total RTP funding, how much will be allocated towards those who have the | Coordinated Mobility Plan | General | <p>Thank you for your comment. The draft Coordinated Mobility Plan (Appendix B) identifies the mobility needs of older adults and other populations with special transportation needs. The plan also lays out prioritized strategies to address the transportation needs of those populations. We will continue to work with our regional partners to help remove barriers to access transportation for people with special transportation needs.</p> |
| 45 | 45.02 | Puyallup Age-Friendly City Action Plan Transportation Task Force | <p>Will the paratransit services fulfill ridership needs of disabled older adults adequately in the coming years? Although the current plan fulfills the bare minimum standard of the American Disability Act (ADA), there is not full geographic coverage of paratransit services. Furthermore, based on statistics noted in the RTP, paratransit ridership decreased contrasting an increase disabled population. With only 5 agencies in the region, we question if the current plan will meet the growing needs of accessibility and equity.</p> | Coordinated Mobility Plan | General | <p>Thank you for your comment. We agree that providing access to transportation for people with mobility challenges is a critical component of the future of our transportation system. We have committed to working with our regional partners to advance this work as part of our specialized transportation work program moving into the</p> |
| 45 | 45.03 | Puyallup Age-Friendly City Action Plan Transportation Task Force | <p>How will Strategy 5.1 'Affordable transportation service' be implemented? Currently only 1 in 5 agencies accept ORCA passes. As mentioned in the RTP, acceptance of ORCA passes will save money and create a user-friendly system, which is a key objective of Strategy 5. What other strategies could be utilized to reduce barriers and incentivize agencies to accept ORCA passes?</p> | Coordinated Mobility Plan | General | <p>service and reducing barriers to access transportation is important. All transit agencies in the region accept ORCA passes, however, not all agencies offer reduced fare ORCA options. Also, we acknowledge that those reduced fares can be too expensive for families with lower incomes. PSRC will continue to work with transit agencies and other regional partners on these important</p> |
| 45 | 45.04 | Puyallup Age-Friendly City Action Plan Transportation Task Force | <p>Considering those who age in place. Based on AARP statistics, 77% of people aged 50 and older intend on aging in place. Of those people, there is a particular mobility challenge who are not eligible for Medicaid NEMT and reside in a region outside of ADA paratransit services. According to WA Healthcare Authority data, NEMT usage decreased by 16% but price increased by 16%. How can this plan reduce barriers and/or support businesses and agencies to reach this population in far-reaching geographic regions?</p> | Coordinated Mobility Plan | General | <p>The draft Coordinated Mobility Plan contains a strategy addressing the need for "better access to health and wellness destinations including medical facilities, pharmacies, and grocery stores." Strategy 4.1 (page 42), within the plan, calls for the region to strengthen and coordinate partnerships between healthcare and transportation providers to better understand and address patients' unmet transportation needs. We have committed to working with our regional partners to advance this work as part of our specialized transportation work</p> |

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| 45 | 45.05 | Puyallup Age-Friendly City Action Plan Transportation Task Force | <p>Welcoming Collaboration. The Puyallup Age Friendly Transportation Task Force would be honored to support PSRC and collaborate further as our objectives are aligned. Partnering to advocate for equity and enabling current and future seniors to thrive in our region could continually galvanize statewide collaboration. Other topics that could be addressed with further collaboration are:</p> <ul style="list-style-type: none"> o Addressing Mobility on Demand: Further exploration of MOD options are needed and could collaborate towards finding clarity. o Improved data collection for specialized transportation: Standardizing data across the region’s many providers of specialized transportation will allow for better coordination and service delivery. o Measuring what Matters: Surveying the right population, asking timely questions (in the right age-friendly ways) to answer proper metrics that will drive future projects and enable generational planning. Thank you, again, for centering equity throughout the RTP and for recognizing the needs of older adults. We look forward to being a <p>Thank you for the opportunity to comment on the 2050 Regional Transportation Plan.</p> | Coordinated Mobility Plan | General | Thank you for your comment. |
| 46 | 46.01 | REI | <p>REI is an 83-year-old co-op, and retailer of outdoor gear and apparel headquartered here in the Puget Sound. We have 8 stores in the Puget Sound area and more than 2,500 employees that call the region home. We are dedicated to the notion that time outside is fundamental to a life well lived and commend the ambitious vision to ensure the region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system. We especially support a transportation system that emphasizes an integrated regional transit network to promote vitality of the economy, environment, and health. As the Puget Sound Regional Council works to finalize the Regional Transportation Plan, we request that you consider additional clarity and commitment around two areas.</p> <p>The United States Department of Transportation National Roadway Safety Strategy (NRSS) “sets a vision and goal for the safety of the Nation’s roadways, adopts the Safe System Approach principles to guide our safety actions, and identifies critical and significant actions the Department will take now.” The NRSS identified twenty-nine (29) specific Department actions with target completion dates (2022-2024) it will pursue in support of its “goal of reaching zero roadway fatalities.”</p> <p>With this national guidance document as a backdrop to the Puget Sound Regional Council’s draft Regional Transportation Plan (RTP) there are two areas warranting consideration:</p> <ol style="list-style-type: none"> 1. The RTP speaks to “future work and collaboration for regional partners to take a safe systems approach towards meeting safety goals” however it stops short of asserting the region’s policy commitment to the Safe Systems approach. <ul style="list-style-type: none"> • A formal policy commitment in the RTP to the Safe Systems approach as the region’s “guiding paradigm to address roadway safety” would demonstrate alignment with the NRSS. Additionally, this amendment would align the RTP with the Washington State Target Zero Plan (TZP) and its commitment to the Safe Systems approach. | Safety | Board Review | The board is considering amendments related to further safety work. |

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| 46 | 46.02 | REI | <p>2. The RTP includes five (5) “key next steps on safety” but no specific actions or target completion dates. • The NRSS specifically references the importance of coordinating with MPOs as a 2022 action: “Support the planning, design and implementation of safer roads and streets in all communities using all available and applicable Federal funding resources, including existing formula funding programs to include but not limited to the Highway Safety Improvement Program. Also leverage the \$6 billion Safe Streets and Roads for All grant initiative, which is included in the Bipartisan Infrastructure Law. Support states and Metropolitan Planning Organizations (MPOs) in the new requirement to use planning funds to develop Complete Streets policies and prioritization plans.” • Without specific actions and target completion dates in the RTP it will be challenging to monitor our region’s progress and alignment with the NRSS. The NRSS observes that: “While U.S. DOT has many tools at its disposal and will shoulder our responsibility, this must be a coordinated effort with our stakeholders across the public sector, private sector, advocacy, and research communities.” As a starting point, the PSRC might consider candidate actions taken by other MPOs in the USDOT’s Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities. Thank you for your consideration of these investments and policies needed to create the safe, clean and efficient transportation system essential to the region’s quality of life, health and economy.</p> | Safety | General | Thank you for your comment. |
| 47 | 47.01 | Anonymous User | <p>In the draft plan, there is a discussion of bicycle facilities - with the implication that all bicycle facilities are the same. So, a sharrow is recognized as the same as a separated bicycle path. Sharrows and striped lanes are not nearly as safe as a separated lane - and the safer it is to bike, more people will choose to bicycle to work and shop. The draft should highlight those bicycle facilities that do provide more safety to cyclists.</p> | Bicycle/Pedestrian | General | Information on the various types of bicycle facilities is included in the System Inventory appendix and the transportation system visualization tool. |
| 47 | 47.02 | Anonymous User | <p>Also, does a 5% planned increase in general purpose lanes work with the region's and state's goals to reduce emissions.</p> | Climate/Environment | General | The analysis of the plan identifies the overall emission reductions from the combined investments of the plan from all modes, as well as the planned growth, the regional growth strategy and other operational details. We refer the reader to the Climate section of the draft plan. |
| 48 | 48.01 | Anonymous User | <p>Comments on N.E 125 and LakeCity Wy. new additional East WestRoute crossing I-5 and continuation crossing Aurora Ave. NO. reaching terminus @ approx. 8th.N.W. In addition creation of Bicycle/Pedestrian lane with dividers west of I-5 to Westend terminus. Helping UW.N.W Hospital access and new hospital expansion access.</p> | Project Specific | General | Thank you for your comment. |
| 49 | 49.01 | Anonymous User | <p>N.E 125th LakeCityWy westbound improvement and at I-5 and N.E. 130th improvement and new additions incl. protected bike/pedestrian lane and East West Metro passenger bus route addition to a terminus extending West of Greenwood Ave. NO. and New Station at I-5 and NE 130 preparation. U.W N.W. Hospital expansion and this access route, station, pedestrian/ bicycle protected east/west (North 130th. St.) is requested improvement by this area resident. Sr. Disabled considerations as appropriate. West terminus extending past Northwest 130th to 8th N.W.</p> | Project Specific | General | Thank you for your comment. |
| 50 | 50.01 | Anonymous User | <p>I am very interested in the proposed Dungeness Line that would travel south through Kitsap County to Tacoma. Additional public transportation options connecting Tacoma and Bremerton are sorely needed. This should be given higher priority.</p> | Intercity Rail and Bus | General | Thank you for your comment. |

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| | | | The following are the main transportation challenges facing the region over the next decades: | | | |
| 51 | 51.01 | Anonymous User | 1) Expanding high capacity transit in the region faster than we have been; need more services like Swift - frequent services with dedicated lanes, in addition to more light rail than currently planned; local jurisdictions must be given broad power to raise their own revenue to meet the challenge of reducing greenhouse gas emissions per capita via increased transit ride share | Transit | General | Thank you for your comment. |
| 51 | 51.02 | Anonymous User | 2) Constructing high speed rail between Olympia and Everett: until the sections to BC and OR are built, it would function as a replacement for Sounder - we have the technology to implement transit that is faster than any car can be, autonomous or not; the fastest mode gets the biggest slice of the mode share pie; it also may present opportunities for regional parcel delivery, which would add another revenue source; we should begin evaluating and investing a regional pilot corridor for high speed rail - Olympia to Downtown Seattle would be an excellent start | Intercity Rail and Bus | General | Thank you for your comment. |
| 51 | 51.03 | Anonymous User | 3) Implementation of congestion pricing: peak hour crunches into Downtown Seattle and on the 405 corridor have a damaging ripple effect throughout the region, wasting everyone's time; implementing region-wide express toll lanes - from JBLM to Arlington on I-5 and from Lynnwood to Lakewood on 405/167/512 would really help increase throughput and improve transit outcomes for long haul express buses; additionally, a congestion pricing cordon around Downtown Seattle during peak commute times would alleviate traffic congestion across the entire region | Congestion Management | General | Thank you for your comment. |
| 51 | 51.04 | Anonymous User | 4) Closing gaps in the regional bike trail system; there should be separated or protected facilities from Arlington to Everett, Seattle from Phinney Ridge to Tukwila, Sumner to Tacoma, Tacoma to Olympia, Tacoma to Port Orchard/Bremerton/Poulsbo/Bainbridge Island, and connections to foothill routes like from Cedar River Trail to Rattlesnake Lake, Redmond to Duvall, Duvall to Monroe, Snoqualmie to Mercer Slough via Issaquah, Everett to Granite Falls via Lake Stevens, and Everett to Gold Bar via Snohomish; the goal should be for cyclists to be able to do large regional loops on bike trails and ferries | Bicycle/Pedestrian | General | Thank you for your comment. As PSRC does not directly plan shared use path infrastructure projects, we will forward your comment to the Snohomish County Parks and Recreation Department, Pierce County Planning & Public Works, Kitsap County Public Works and King County Department of Natural Resources and Parks for their consideration. |
| 51 | 51.05 | Anonymous User | 5) Constructing new passenger airport capacity in the region; first create a master plan for a compact 50 gate domestic terminal at Paine Field, similar to San Diego's; second, start acquiring land to rebuild the Olympia airport into an international airport, with up to 50 gates that would serve Pierce, Thurston, Mason, and Lewis Counties, as well as Rainier NP and the coastal resorts. Expanding those two airports to absorb a Sea-Tac's worth of demand would situate WA state well for the rest of this century. It is also important that any new high speed rail line that is built on the I-5 corridor to have stations at each commercial airport - Sea-Tac, Paine Field, and Olympia, or at least a short light rail connection (15 min or less) to one. Paired with a Seattle to Olympia high speed rail line, Olympia airport might be a very affordable place to expand regional airport capacity, in terms of land acquisition. | Aviation | General | Thank you for your comment. For a discussion of commercial aviation capacity, forecast demand, and scenarios for meeting that demand, please see the recently completed Regional Aviation Baseline Study, a detailed analysis of regional aviation needs and issues. A hyperlink to the study is found in the Aviation section of the RTP. https://www.psrc.org/aviation-baseline-study |
| 52 | 52.01 | Anonymous User | Very disappointed in the Council's decision to keep funding for active transportation at 10%. Active transit investments are key to achieving Vision Zero and reducing greenhouse gasses to meet our climate goals. | Project Selection | General | In addition to the long-standing bicycle/pedestrian set-aside for PSRC's federal funds, the overall project selection criteria for all submitted projects includes the provision of active transportation elements and the safety of vulnerable users. |

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| | | | <p>Hi there - as a resident on Vashon, I can't emphasize enough the importance of more frequent passenger ferry service from Vashon. If there were multiple sailings 7 days a week, my family would 100% be able to leave our car parked at home, bike to the passenger ferry and use public transportation to get around Seattle.</p> <p>WSFerries has really struggled with the west Seattle ferry dock, sailings, etc. - increasing passenger service could hugely alleviate the pressure on the car ferries and help reduce emissions by moving people around rather than cars!</p> | | | |
| 53 | 53.01 | Anonymous User | <p>This seems very analogous to the Golden Gate passenger ferry connecting Marin to San Francisco which runs multiple times a day 7 days a week. As a commuter in SF I was able to use that service and bike and forgo cars completely.</p> <p>I know from the wonderful report that dock capacity is important, and coordinating with affected stakeholders for new routes is crucial. In this case this is just an increasing in frequency of an existing route. Dock space of course is important - but again wanted to cast a very strong vote for more sailings on the passenger ferry!!</p> | Ferry | General | Thank you for your comment. |
| 54 | 54.01 | Anonymous User | <p>How do safety priorities address disparities in who is involved in traffic-related accidents (and where)? DMI Transportation Access for Everyone report: "...people of color and people living in rural areas and on tribal lands face greater risks of being killed in traffic collisions because our communities lack accessible pedestrian and transit infrastructure, a trend that we have seen increase because of the suburbanization of poverty."</p> | Safety | General | Thank you for your comment. |
| 55 | 55.01 | Anonymous User | <p>I'd like to give some general feedback on pedestrian and bicycle facilities. While I'm pleased most plans have a 10% set-aside for things like sidewalks and bike parking/lanes, I would like to suggest that this set-aside is actually not sufficient to make a lot (most?) projects walker- and biker-accessible, let alone disability-accessible. The cost of installing new sidewalks is incredibly high (which is an unforced error we in the Puget Sound area have committed against ourselves, since we also control the costs of sidewalks), which means (a) sidewalks get installed at a much smaller scale nowadays or (b) fake-walks (eg road-grade asphalt walkways, painted "pedestrian" paths, etc.) and other cost-savings solutions to pedestrian infrastructure are installed instead. Literally no one wants fake-walks installed instead of proper sidewalks with curbs. Asphalt walkways at grade with the roadway or painted walkways are cosmetic things that don't address the real need for grade-separated, curb-protected walkways, especially at transit hubs and places where a lot of people are converging by motor vehicle, bike, and foot. A better balance would be a 20-25% set-aside, and establishing common sense minimum quality standards for pedestrian improvements (eg real sidewalks with curbs, not fake-walks). I think this requires a general resetting of your priorities, stance, and attitude toward walking and biking infrastructure on ALL projects, but I think that reset will bring you better in line philosophically with most urban voters and many if not most suburban voters.</p> | Bicycle/Pedestrian | General | Thank you for your comment. |
| 55 | 55.02 | Anonymous User | <p>A second general piece of feedback, which is farther-reaching but more elusive, is that your Youtube videos, while detailed, are full of jargon and are verbose such as to make their content inaccessible to most people. The Youtube video I just watched lacked subtitles, however, which I think is an ADA accessibility issue that should be addressed.</p> | public engagement | General | Thank you for your comment. We do try to avoid jargon and make our materials understandable and accessible to the public. We will continue to work on this. |
| 56 | 56.01 | Anonymous User | <p>Why are there no transit or ferry improvements to Renton? Adding a lane on 405 Isn't going to help with traffic, we need alternative methods of getting around. Light rail, ferry, or something not sharing the road with cars.</p> | Transit | General | The draft RTP does include transit improvements, including high-capacity bus rapid transit (both Stride BRT and RapidRide) that connects Renton to other points within the region. Please see Figure 6 and Appendix D. |

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| 57 | 57.01 | Anonymous User | Please recommend that no new public resources be wasted on new roads, bridges, overpasses, lanes, turn lanes, slip lanes, on ramp meters, which seek to make it easier to move cars. Make sure your plans support robust transit, bike and walking networks and zoning reform that provides access by making it easier for people can live close to where they need to be. | Financial Strategy | General | Thank you for your comment. |
| 58 | 58.01 | Anonymous User | If public transport is such a good idea where is it when the weather is not normal? If it also such a good idea why does ridership need to be subsidized? There is nothing there for the working stiff whose job sites move & who cannot afford the housing on a public transport route. | Transit | General | Thank you for your comment. |
| 59 | 59.01 | Anonymous User | More reliable ferry runs for Vashon Island. It feels we are the first to get runs cut or completely shut down and left with smaller boats yet the costs continue to go up for our ticket sales. I am pregnant and am terrified I won't be able to make it off island to St. joes for delivery because the ferries won't be running. Not just for me though, the average age on island is 55 so with a large elderly population, we need more reliable access to the mainland. On another note, the Fauntleroy ferry terminal and line situation is an absolute disaster. It's been the same forever and no changes made to adapt to the rise in population and popularity of Vashon. It's not fair to island or west Seattle residents. Also, increased water taxi runs would greatly help this issue. At least one mid afternoon run on weekdays and a could of runs on the weekends. We would love to do day trips to downtown like we used to when I was a kid! | Ferry | General | Thank you for your comment. |
| 60 | 60.01 | Anonymous User | Everything about this is awesome. Emphasizing the role of public transit --- local, intra-, and inter-regional rail especially --- is vital. And de-emphasizing new road projects, | General Support for Plan | General | Thank you for your comments. |
| 61 | 61.01 | Anonymous User | Lots of words and lots of pictures accompany a small bit of data, none of which really says anything. But there is nothing that says how you'll spend all the transportation funding that comes into the region. If you prioritize 80% of the region's funding on highways, then that's really all we need to know about the plan. | Financial Strategy | General | Thank you for your comment. Figure 58 in Chapter 3 summarizes transportation expenditures and revenues for the transportation program areas described in the plan. |
| 62 | 62.01 | Anonymous User | Re: Walking and Biking I looked over Chapter 1 with an eye toward what was being planned to improve opportunities for walking and bicycling. There seems to be an overall, serious shortcoming. The discussions of collecting data on existing conditions (p. 53) and connectivity (% coverage)(p.55) focused on oversimplified statistical measures rather than looking at the systemic needs of communities to connect with essential services. There was some mention of connectivity, but it mainly focused on connecting to the transit system, not connecting communities to grocery stores and other services needed on a regular basis. For example, I live in Suquamish in Kitsap County. There is a small convenience store | Bicycle/Pedestrian | General | Thank you for your comment. |

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| 62 | 62.02 | Anonymous User | In addition, I saw no mention in the Regional Transportation Plan of working with other agencies to increase the spatial and functional diversity of non-transportation services needed by communities, as would be necessary to significantly increase non-motorized transportation. Most planning documents I have seen put a great emphasis on segregating types of land-use: large swaths of residential here, large swaths of commercial there. Those designs exacerbate the problems of essential services being located too far from residential areas to make non-motorized transportation practical. I think that a lesson could be learned from nature, which has both integrated and segregated functionalities at many scales simultaneously. Learning from this multi-scale diversity could both provide more non-motorized access to necessary services, and increase community resilience to disasters. | Growth Management | General | Thank you for your comments. VISION 2050 provides a more detailed description and discussion of the distribution and interconnection of land uses. The RTP focuses on the transportation system. |
| 63 | 63.01 | Anonymous User | Please add a bus service that goes from Carnation to the upcoming Redmond light rail. Highways 202 and 203 are in disrepair. Most citizens in the valley work in Redmond or can use the light rail system to go to Bellevue College or Seattle, the airport, etc. Having a simple metro service that goes 7 miles from Carnation to Redmond would help mitigate car traffic and cheaply alleviate the need to widen SR Hwy's 202 and 203. | Transit | General | King County Metro is planning for bus transit service that connects to Carnation in its 2050 transit network. The commenter is encouraged to reach out to King County Metro for more information on this planned route. |
| 64 | 64.01 | Anonymous User | Ya'all have got to stop spending money on more car infrastructure. This isn't sustainable, you're selling our future with all these road expansions. Puget Sound voters have said again and again that we want you to build out viable transit, walking, and biking facilities to free us from our cars but you keep adding lanes here and there despite what the ENTIRE transportation industry is saying about adding lanes - it's bad. Direct money to bike paths, functional sidewalks, guide funding into a real metro system, anything but road expansions. | Financial Strategy | General | Thank you for your comment. |
| 65 | 65.01 | Anonymous User | Improve performance by removing bottlenecks in the highway system. Most notably are those on I-405 at Bothell/Woodinville and Factoria. Also, I question the idea that transit use will triple in the time frame stated. The systems simply won't be there to support that growth in use. | Congestion Management | General | Thank you for your comment. Please note that in the System Investments section of Streets and Highways, 94% of general purpose capacity planned to be added to the system through 2050 are on, or are connecting to, facilities with heavy or severe congestion. |
| 66 | 66.01 | Anonymous User | Where is the funding coming from for this aspect of the plan? The Legislature has enabled bonding of the gas tax to an extent that it has limited funds for proper maintenance. | Financial Strategy | General | Thank you for your comment. See Chapter 3 for an overview and Appendix J for a more detailed discussion of revenue needs, uses, and sources. |
| 66 | 66.02 | Anonymous User | There aren't even reflector buttons on the major arterials resulting in dangerous visual conditions during the long and dark days. Also basic design and maintenance flaws are not being fixed, the main one being the transition from bridge structures to the adjacent roadway. These jaw dropping bumps are all over the state and occur even on recently constructed sections. | Maintenance and Preservation | General | Thank you for your comment. |
| 67 | 67.01 | Anonymous User | I would challenge the wording in the safety section of the first line, where you say all users are equal and have equal responsibility. Not only to start with that when pedestrian deaths have increased by 27% based on your research but it's also just a weird way of viewing transportation and people. We go to driving school to learn how to drive a multi-ton machine that easily kills and injures people. We don't go to school for walking and biking for good reason. Drivers of automobiles have a greater responsibility to avoid injuring people and if safety is the goal then roads should prioritize people not cars. | Safety | General | The line referenced is directly from the Federal Highway's Administration's Safe Systems Approach. |

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| 67 | 67.02 | Anonymous User | I do think passenger ferries that also include space for people to bring bikes are a good thing to promote moving into the future. As the bike network builds up and gets better cycling to other mass transit and then cycling again will be very important. I didn't even notice until reading this that I probably wouldn't be able to bring my bike between Seattle and West Seattle on the water taxi, which is a little sad. | Ferry | General | The passenger ferry service connecting West Seattle to downtown Seattle has space for bicycles to be transported, allowing bicyclists to use the ferry to connect them on this route. |
| 67 | 67.03 | Anonymous User | With as much investment the region will be doing in high capacity transit with hopefully great service (4-8 minutes headways), It's concerning that the mode shift is projected to be between 5-7% in 2050 for transit. I would hope that number could be more aggressive and be between 15-20%. Also, think with e-bike sales outselling electric cars this past year by a lot. Bike and walk trips with a strong bike network and sidewalk access could be between 20-30% of trips. I mean I think of just children and trips to school. A significant number of kids live 3 or fewer miles away from their school. A safe network should make biking and walking to school replacing 60-70% of parent car trips dropping off and picking up kids from school. | Performance Measures | General | It is important to note that mode shares vary dramatically across the region and drive alone shares drop by double digits in 2050. Although regional numbers vary, mode shares in places like Lynnwood increase significantly with the investments in the Plan. |
| 67 | 67.04 | Anonymous User | Lastly, Please invest in high-speed rail and make that connection happen in the region!! | Intercity Rail and Bus | General | Thank you for your comment. |
| 67 | 67.05 | Anonymous User | [P.S. Bike infrastructure also includes bike parking, don't remember seeing too much of that in the report. Light rail stations could do better with bike parking (like if we're going to continue to create deep stations then use that middle platform of empty space for bike parking and hire staff to monitor the bikes). Also, bike parking garages or building complexes are something the region should take more seriously, they could be reasonable fee-based and housed with staff that monitor/provide customer service.] | Bicycle/Pedestrian | General | Thank you for your comment. |
| 68 | 68.01 | Anonymous User | The vast majority of the dollars being spent in the regional transport plan are going to unnecessary and damaging roadway capacity increases. You are choosing to destroy the future of Washington state by increasing damage to the environment and the amount of pollution in our cities. As a resident of Seattle I strongly oppose highway expansions and other "multimodal" transport projects that combine road expansions with small investments in infrastructure for pedestrians, cyclists, and transit users. | Streets/Highways | General | Thank you for your comment. |
| 68 | 68.02 | Anonymous User | Our existing infrastructure is already damaged and aging, we should focus on improving the roads and bridges we have now without adding additional capacity for cars, and instead shifting that demand for travel to high quality rail transit lines. Improving our communities by making them walkable, bikable, and enjoyable places to live will help reduce the need for climate destroying daily car trips across the state. | Maintenance and Preservation | General | Thank you for your comment. The plan emphasizes that Maintenance and Preservation is a top priority. |
| 68 | 68.03 | Anonymous User | Please choose to make Washington state the leader in investing in a sustainable future: repair our roads, build new trains. | Transit | General | Thank you for your comment. |
| 69 | 69.01 | Anonymous User | I'm concerned at the amount of funding for highway expansion in this plan. WSDOT Secretary Roger Millar during his opening presentation to the transportation committees in the state legislature earlier this month. "Addressing congestion through adding lanes to the interstate system is not financially feasible, it's not economically feasible, it's not environmentally feasible...it's not going to happen. So we need to think, after spending the money we've spent on addressing congestion and looking at what it would cost with a highway solution, we get to the point where we need to think about maybe doing things differently". I could not have said it better myself. Please remove all funding for highway expansion in this plan. | Financial Strategy | General | Thank you for your comment. |

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| 70 | 70.01 | Anonymous User | First and foremost, this plan should address decarbonization of regional transportation by 2050. While it may technically be possible to meet PSCAA's regional goals by decarbonizing other sectors, transportation is the largest source of greenhouse gas emissions in the region. Leaders must engage all levers to address the climate crisis. What will it take to decarbonize transportation? | Climate/Environment | General | We refer to the reader to the Climate section of the plan, which identifies decarbonization of the on-road transportation system as a key element of the Four-Part Greenhouse Gas Strategy. |
| 70 | 70.02 | Anonymous User | Please amend the plan to provide a scenario for decarbonization. In addition, please amend the plan to: -Hire climate justice and ADA transition staff as part of this Plan, to make it easier and faster to ensure the climate strategy is reflective of environmental justice concerns and that local jurisdictions have the regional support they need to build accessible networks. | Equity | General | Thank you for your comment. |
| 70 | 70.03 | Anonymous User | Develop a list of recommended policy changes that will be necessary for the Project Selection Framework when the updated Regional Transportation Plan is in place. Require projects that seek PSRC funding to report and reduce greenhouse gas emissions and vehicle miles traveled. | Climate/Environment | General | The Policy Framework is updated every two years, prior to each project selection process for PSRC's federal funds. The next update will be in 2024. |
| 70 | 70.04 | Anonymous User | Emphasize funding for bike/walk/transit/roll investments in transit sheds and growth | Growth Management | General | Thank you for your comment. |
| 70 | 70.05 | Anonymous User | Equity analysis should include existing and projected air quality and pollution exposure for EJ populations. | Equity | General | Thank you for your comment. We continue to work with partner agencies such as the Puget Sound Clean Air Agency on our air quality work program, and continue to improve our data collection and analyses. We have committed to utilize data such as that found in the Washington Environmental Health Disparities map in our planning efforts. |
| 71 | 71.01 | Anonymous User | I notice that a low amount of non-motorized connections are planned in the unincorporated portion of south Snohomish County, particularly between Woodinville and Monroe. This is an area with little infrastructure investment while needs for non-motorized access exist both for health of the environment and health of the community. Please consider non-motorized improvements along the SR-522 corridor or the unused rail alignment (between Woodinville and town of Snohomish). | Bicycle/Pedestrian | General | Thank you for your comment. As PSRC does not directly plan shared use path infrastructure projects, we will forward your comment to the Snohomish County Parks and Recreation Department for their consideration. |
| 72 | 72.01 | Anonymous User | agree. How about more Acela trains? We have hundreds of abandoned rail lines and rail right of way paths plus lots of skilled workers who would gladly do the work for good wages. | Intercity Rail and Bus | General | Thank you for your comment. |
| 73 | 73.01 | Anonymous User | Doesn't make sense! Stop raising taxes for something not everyone will be benefitting from. | Other/Miscellaneous | General | Thank you for your comment. |
| 74 | 74.01 | Anonymous User | I would really like to see public transit in all of its forms based around getting around at all times, not just peak commuting hours. And some true pedestrian only streets in our cities. | Transit | General | |
| 75 | 75.01 | Anonymous User | Does "passenger only" ferry mean that it is all pedestrians and/or bicycle riders and not a ferry that transports people in their cars? For passenger-only ferry, will there be brochures containing maps so that people can plan a day trip to travel somewhere by ferry, tour by walking and by bus, and find restaurants near the ferry terminal? I would like to see this packaged as a day trip, not just as commuting. Add will these ferries run all day and not just for commuters? | Ferry | General | Thank you for your comment. Passenger-only ferries do not allow vehicles on them. They solely accommodate pedestrians and bicyclists as a waterborne extension of the public transit network. The frequency and span of service for passenger-only ferry service varies by route and is determined by the implementing agency's detailed planning and implementation studies. There are examples of both peak-only/commute service and all-day passenger-only ferry service within the region. |

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| 76 | 76.01 | Anonymous User | This plan is a classic boondoggle with a capital B. Incredibly wasteful of time, resources and especially money. | Other/Miscellaneous | General | Comment noted. |
| 77 | 77.01 | Anonymous User | I live in Arlington in the Glen Eagle development. I am also an older adult in my mid 70's. I still drive and ride my bike, but I know that most likely will not continue. Over 20 years ago, when I was working and commuting to Seattle, Community Transit considered adding a bus route that went through Glen Eagle. Unfortunately, it never happened and the closest access to a bus is a mile from the development if the home is located on the west side of Glen Eagle. I do not have access to the demographic data for Glen Eagle, so my comments are based on observation/best guess. I believe there is a need to have mass transit available in the development to make it possible for people to access the commuter buses for Boeing along I-5 at the Smokey Point interchange. I also believe an access bus would be of benefit for those who work in Everett or Seattle. And as an older adult, it would be helpful to have this type of transportation to avoid having to drive to the connection points in order to use mass transit into Everett or Seattle. I do believe because of the cost of housing and the growth of Arlington that it would be wise to consider increasing/improving mass transit services to this community. | Transit | General | As described earlier, the draft RTP envisions an expansion of frequently high-capacity transit into a network that connects many different population and employment centers across the region. The draft plan includes Community Transit's planned Gold Line Swift BRT route (see project 5332 in Appendix D) connecting Arlington to Everett station. Additional planned transit routes in Arlington can be found on the Transportation System Visualization Tool (see Future Conditions tab). |
| 78 | 78.01 | Anonymous User | Bicycling will forever be regarded as a minor alternative if leaders insist on categorizing it as a form of access to transit. People take a car instead of cycling because they don't feel safe or have to go out of their way - but if the street environment was friendlier to bikes most trips by car could be don by bike. The discussion of regional trails doesn't even mention EastLink which is the biggest bicycle backbone in the region. That project will be hampered by a lack of well-designed connections to the I-90 and SR520 trails. The vision ought to be extending EastLink to Lynnwood and Tacoma (paralleling the toll lanes on 405/167) and connecting it with the east-west arterials. | Bicycle/Pedestrian | General | Thank you for your comment. As PSRC does not directly plan shared use path infrastructure projects, we will forward your comment to the King County Department of Natural Resources and Parks for their consideration. |
| 79 | 79.01 | Anonymous User | We couldn't really care less about the Regional Transportation Plan. I don't plan on riding public transit anytime soon no matter how hard Sound Transit and Metro are pushing it. And why can't the bus drivers not allow passengers on without paying a fare? It is so easy, if a person tries to get on the bus without paying a fare, the driver just needs to say, they can't ride. We don't want our single-family neighborhoods changed to accommodate multifamily. Stop with all this nonsense. And have you done studies of what the income is of each individual currently living around the Transit Stations? How do you know that you are not displacing the very ones who you are planning on accommodating? Will the rents be about \$1,000 a month? If not, then you are not helping. And since when can an EBT (benefit card) be allowed to pay the tolls? WSDOT apparently says it is fine for the poor person to use an EBT card to nav the toll. | Transit | General | Thank you for your comment. PSRC is planning not just for transportation, but also housing and equity, and includes some anti-displacement guidance to assist local jurisdictions in their planning. See equity and housing sections in VISION 2050, and the recently adopted Regional Housing Strategy. |
| 80 | 80.01 | Anonymous User | Build urban villages/suburbs with things to do for 20/30s people. If tukwilla south center was walkable and hosted local events like cap hill it would be even cooler than seattle. And people would be willing to live further away from cap hill and not cause so much traffic around one neighborhood. A lot of activities and residential areas are so spread out in the suburbs. It's one thing to zone an urban village with commercial activity, it's another thing if it actually has things to do for people to want to move there. Like Westwood village has nothing fun to do so I have to drive to cap hill, rather than hang out in my own neighborhood. | Growth Management | General | Thank you for your comments. VISION 2050 provides a more detailed description and discussion of the distribution and interconnection of land uses, including growth centers, town centers, and urban villages. The RTP focuses on the transportation system. |
| 81 | 81.01 | Anonymous User | Please prioritize Ballard light rail sooner. | Project Specific | General | Thank you for your comment. |

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| 81 | 81.02 | Anonymous User | Please clean up the buses. There are people on the bus that don't pay fares. They often scream and harass fellow passengers. They bring unhygienic items on the bus | Transit | General | Thank you for your comment. |
| 82 | 82.01 | Anonymous User | There needs to be a Metro bus that goes from Carnation to Redmond light rail. | Transit | General | King County Metro is planning for bus transit service that connects to Carnation. The commenter is encouraged to reach out to King County Metro for more information on this planned route. |
| 83 | 83.01 | Anonymous User | The draft plan looks good! My personal transportation priorities are to separate public transport from personal vehicle congestion and to provide physically separated bicycle lanes everywhere. Frequent and fast buses that have separate lanes from other vehicles would make the bus more convenient than a personal vehicle for me. | Transit | General | Thank you for your comment. |
| 83 | 83.02 | Anonymous User | Bike paths separated from car traffic by bollards/concrete or an elevated surface are also essential. Currently, the bike lanes with no physical barrier between myself and cars traveling at speeds that would kill a cyclist are not safe. A lot more people would use bicycles for short trips currently done by car if they didn't have to worry about being run over. I hope that the public transportation and bicycle infrastructure improves so that I can get rid of my car and travel faster! | Bicycle/Pedestrian | General | Thank you for your comment. |
| 84 | 84.01 | Anonymous User | <p>I would like to see more of an effort to prevent highway expansion projects that will inevitably lead to an increase in carbon emissions. It is widely accepted that building more highway capacity will induce more driving demand and result in higher emissions. We need to be doing the opposite. One option could be going along with what Colorado is doing: "Under the new rule, part of a \$5.4 billion transportation package passed by the state legislature, local governments will have to estimate the greenhouse gas emissions expected from future road projects, factoring in induced traffic. Those plans will have to adhere to an overall emissions budget: If localities want to expand highways, they need to offset the extra emissions with cleaner projects, such as public transit, bicycle trails, electric-vehicle chargers, car-pooling or land-use changes that help limit suburban sprawl.</p> <p>Enforcement is strict: If local governments exceed their emissions budgets, the state can withhold funding for roads. Colorado officials estimate the rule could shift \$6.7 billion away from highways by 2050 and reduce driving miles by 7 to 12 percent, compared with business as usual." https://www.nytimes.com/2022/02/10/climate/highways-climate-change-traffic.html</p> <p>Please consider rules like these that limit suburban sprawl and carbon emissions from driving.</p> | Climate/Environment | General | Thank you for your comment. |

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| 85 | 85.01 | Anonymous User I'm one of the 25% of Washington residents who do not drive. I live in Ballard and work in downtown Seattle. I am concerned that the plan's multimodal projects are more focused on increasing roadway capacity for drivers than they are on providing new or enhanced facilities for people walking, biking or using transit. I am also concerned that the plan does not fully account for the climate and public health impact of continued expansion of the region's freeway and arterial road network. This plan should increase funding for bicycle and pedestrian projects, create more set aside funds for local ADA compliance and transition plans, and incentivize projects that help address known and meaningful gaps in active transportation and transit networks. It is my understanding that SEPA analysis over-indexes the positive benefits of reducing traffic congestion while under-valuing the negative impacts of induced demand from road expansion. A recent report commissioned by the Washington State DOT suggests that expanding highway infrastructure, as opposed to other transportation investments, increases vehicle miles traveled and will not alleviate congestion. To meet the state climate and equity goals, the Regional Transportation Plan should not include highway expansion projects. It should prioritize funding projects with the highest air quality benefit scores within communities on the Washington Environmental Health Disparities Map - with consideration given to any increase in VMT and induced demand that may come from road expansion. | Climate/Environment | General | Thank you for your comment. The RTP has a plan to achieve the region's climate goals, inclusive of focusing growth, expanding transit and other multimodal improvements to the system, pricing and decarbonization. Please refer to the Climate section in Chapter 2 of the draft document. |
| 86 | 86.01 | Anonymous User NONE of this will be sustainable if you have your woke, Leftist Democrats in charge. Sane people are going to move out of WA and you will see this whole region become like a 3rd world country, full of crime, and corruption. I don't know what kind of drugs you are taking that makes you think you can tax and spend, tax and spend, AND sustain your regional plans, but it ain't gonna work. | Other/Miscellaneous | General | Comment noted. |
| 87 | 87.01 | Anonymous User "Building resiliency into the region's transportation system includes a variety of different factors. Key among them are ensuring routes remain viable for delivery of food and medical services; strengthening infrastructure to withstand flooding; retrofitting key bridges to prepare for earthquakes; and coordinated planning efforts such as emergency routing plans for critical systems closures." Please upgrade the bridge between redmond and duvall. It gets flooded all the time!!! | Maintenance and Preservation | General | Thank you for your comment. |
| 88 | 88.01 | Anonymous User There are three parts of the plan that I would hope to be farther looked into. First has to do with the highway section. Where multi-modal investments and highways are discussed (pg. 66) please look farther into the purpose of these investments. HOV lanes and other investments can be put in with the intent to help speed up the buses or just to provide more car capacity with speeding up buses being a side effect. I find this important distinction to considering if a highway expansion like this would truly be a multi-modal investment or a highway investment with some incidentally improve other modes. HOV and other lane adding projects can have dubious intent when put in as a multi-modal project. | Streets/Highways | General | Thank you for your comment. |

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| 88 | 88.02 | Anonymous User | <p>The aviation section also has something that should be looked at more fully. We don't really discuss how we can use rail, especially passenger rail to help meet the airport capacity constraints the region is facing. SeaTac has flights from, Vancouver BC, Bellingham, Portland, and Eugene. All these cities are on the Cascades route and worth discussing how to raise the mode share of passenger rail into our region and how to best connect it to our major airport for these cities. The east-west passenger rail study also opens the idea of seeing if we can reduce the number of flights Yakima and maybe Spokane. Often the capacity built by rail services has been considered insignificant in past aviation studies but in the end extra capacity is extra capacity and a study on how much mode share can be shifted to rail from aviation for nearby cities would be worthwhile along with what improvements may be needed to support this (Like a direct shuttle from Tukwila Amtrak station to the airport, or people with rail tickets getting to go through an expedited line for security at SeaTac). The ultra high-speed ground transportation study is mentioned (pg. 86) but how its relationship to aviation is not discussed here or in the intercity rail section.</p> | Aviation | General | <p>Thank you for your comment. Please see the discussion of intercity rail in chapter 1, and high-speed rail in chapter 4.</p> |
| 88 | 88.03 | Anonymous User | <p>Lastly I would like to push to try to reach a higher percent of transit mode share for both work and non-work trips. Our mode share goals for 2050 is very focused on carpooling (pg. 152) Even though other sections note a large increase in transit usage, work trips being 13% by transit and non-work at 7% seems quite low considering that we want to build our urbanized areas around high capacity transit. Please ask why this is so low and what could help the transit mode share grow for our region especially targeting reduction of single occupancy and some carpool trips.</p> <p>Thank you for reading this. I find these three points important sustaining and growing the sustainability of this region that I grew up in and now am going to college studying urban planning in.</p> | Analysis Results | General | <p>It is important to note that mode shares vary dramatically across the region and drive alone shares drop by double digits in 2050. Although regional numbers vary, mode shares in places like Lynnwood increase significantly with the investments in the Plan.</p> |
| 89 | 89.01 | Anonymous User | <p>Would like you to consider making light rail free, and adding transit fares to all hotel stays, event and airline tickets, separate from a sales tax. When purchasing these, users would recognize they already paid transit fares and would be more inclined to take it. Could help with congestion and eliminate the cost and friction incurred with ticket purchase and on-board ticket verification. Could expand this to charge employers per employee transit fares, to reduce employee parking needs. Could expand to bus fares. The idea is small, visible transit fares tied to every event that requires to/from travel, paid whether used or not. Hard to pass up a service that you've already paid for.</p> | Transit | General | <p>Thank you for your comment.</p> |
| 90 | 90.01 | Anonymous User | <p>The HOV lanes no longer work. They are full at high traffic periods. They block the transit buses so that they are delayed and no longer have reliable travel times. Change all "HOV" lanes to become "BO" or "BRT" lanes. Buses only and perhaps official ride share vans with a capacity of 18. The bus travel times can be relied on for students and workers. All buses to be Coach seating with wifi and clean seats. Thank you.</p> | Transit | General | <p>Thank you for your comment.</p> |
| 91 | 91.01 | Anonymous User | <p>put light rail stations in communities, like cap hill, u district, roosevelt, and most of the south seattle stations. The northern and east-side stations that are along the highway are poorly placed as there are no small businesses or communities that are right there to take advantage of it, the areas just get bought out by large apartment developers and strip malls, and many people still need to drive to get there</p> | Transit | General | <p>Thank you for your comment.</p> |

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| 92 | 92.01 | Carol Benson, Mayor, City of Black Diamond | Black Diamond is the fastest growing city in the state. Black Diamond has the largest Master Planned Development in the state. According to the map, presented at the South County Transportation Board Meeting today, of the \$300 billion dollars being spent on transportation improvements, none have been spent or targeted to Southeast King County. We are the most underserved area of the county. What do you propose to get these people out of Black Diamond or Enumclaw, for that matter, as they have also been growing significantly? I was assured that you would be visiting our city to review the size and scope of this development, but I have not been contacted yet. | Project Specific | General | There are several projects on the Regional Capacity Projects list in southeast King County, including near and through the Black Diamond area. We refer the reader to Appendix D, the Regional Capacity Projects list as well as the visualization tool found here: https://experience.arcgis.com/experience/a587d27d1c444a6e891fe1b58508622d/page/Future-Conditions/ |
| 93 | 93.01 | Anonymous User | One of the key topics I could not see in any detail is for home the Regional Transportation Plan incorporated growth around the public transportation hubs, specifically around the light rail stations. I feel that during phase of the light rail that this was a hit and miss, particularly for the planning around the Mt. Baker Station. Although I know their have been long term plans and now finally there are new development plans around Mt. Baker Station. I hope that there is better coordination in the plan with local government, businesses and neighbors to insure more cohesive communities around these future stations. | Growth Management | General | Thank you for your comments. While the RTP focuses on the transportation system, it has been designed to implement VISION 2050, which provides a more detailed description and discussion of the distribution and interconnection of land uses, including transit oriented development and the importance of growth around transit stations. The final RTP will provide clearer references to VISION 2050 and its equitable TOD goals. |
| 94 | 94.01 | Anonymous User | The fundamental challenge is where can people afford to live? It seems the number of employees from Amazon, Microsoft and a few other companies who have vested stock and can afford million dollar houses is greater than the supply. So what about the rest of us who can only afford to pay 3x our earnings? Probably elsewhere, such as Lewis County, or east of the mountains. We need planning that will help these people. | Growth Management | General | Thank you for your comments. While the RTP focuses on the transportation system, it has been designed to implement VISION 2050, which provides a more detailed description and discussion of the distribution and interconnection of land uses, including the relationship between transportation and housing. The final RTP will provide clearer references to VISION 2050 and its housing and housing affordability goals. |
| 95 | 95.01 | Anonymous User | There will not be nearly as many jobs in urban villages and downtown as your modeling shows. You should take remote working seriously as a permanent feature of how many regional residents will work most of each month. | analysis results | General | We have studied various sensitivity tests which include greater shares of remote work and are looking at ways to incorporate those results in the Final Pan. |
| 96 | 96.01 | Anonymous User | I suggest PSRC hire climate justice and ADA transition staff as part of this Plan, to make it easier and faster to ensure the climate strategy is reflective of environmental justice concerns and that local jurisdictions have the regional support they need to build accessible networks. | Equity | General | Thank you for your comment. |
| 96 | 96.02 | Anonymous User | I suggest PSRC develop a list of recommended policy changes that will be necessary for the Project Selection Framework when the updated Regional Transportation Plan is in place. The Plan should require projects that seek PSRC funding to report and reduce greenhouse gas emissions and vehicle miles traveled. | Climate/Environment | General | The Policy Framework is updated every two years, prior to each project selection process for PSRC's federal funds. The next update will be in 2024. |
| 96 | 96.03 | Anonymous User | I suggest PSRC emphasize funding for bike/walk/transit/roll investments in transit sheds and growth centers consistent with VISION 2050's 65/75 policy. | Growth Management | General | Thank you for your comment. |
| 96 | 96.04 | Anonymous User | And I believe the equity analysis should include existing and projected air quality and pollution exposure for EJ populations. | Equity | General | Thank you for your comment. We continue to work with partner agencies such as the Puget Sound Clean Air Agency on our air quality work program, and continue to improve our data collection and analyses. We have committed to utilize data such as that found in the Washington Environmental Health Disparities map in our planning efforts. |

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| Chapter 4 Big Ideas | | | | | | |
| 97 | 97.01 | Anonymous User | This really needs an active, non-motorized section! Everything listed relies on some sort of vehicle. Why not building out a fully connected regional trail system? Building off the Interurban, Burke Gilman, Centennial, etc., we have the option of connecting communities, employment centers, essential services, more schools and so on. This is a big vision that is regional and should be planned for. Vehicular walking and biking on or adjacent to roads is not safe for all ages and abilities. We can have both on and off-street facilities. Let's make sure there is a Big Idea included that is OUTSIDE of vehicles. please! :) | Big Ideas | General | Thank you for your comment. Please see Chapter 1 for the Bicycle/Pedestrian section that describes investments in active transportation. |
| 98 | 98.01 | Anonymous User | This draft plan is too focused on road expansions amid a climate and traffic safety crisis. We must focus on walk, bike, roll, and transit investments first. The draft plan completely misunderstands walking, rolling, and biking. We need protected, separated bike lanes everywhere. We need curb ramps and sidewalks everywhere. We need transit everywhere. We don't need more roads. | Bicycle/Pedestrian | General | Thank you for your comment. |
| 99 | 99.01 | Anonymous User | In your maintenance and preservation you show a budget for system improvement but I don't see a video that covers the topic (I'm a fellow planner in MA) | public engagement | General | subset of plan topics to feature through our videos, and rather than have a short video on system |
| 100 | 100.01 | Anonymous User | I appreciate all the good work done to put this plan together and its goal to reduce greenhouse gasses 83% by 2050; however, the plan says nothing about our region's goal of GHG reduction of 50% by 2030. The Plan should include an analysis that shows how we can meet our 2030 goal as well as our 2050 goal. The Plan should call for a review way more frequently than every four years, the Regional Transportation Plan update cycle, of transportation-related GHG emission levels. We need to be reviewing the emission levels and comparing them against progress to our reduction goals every six months so we can adopt course corrections as needed. | Climate/Environment | Board Review | The board is considering an amendment to add development of an interim year analysis to PSRC's work program. Regarding a bi-annual review period, PSRC's analysis is of on-road transportation only, and is based on the transportation network and operations, land use patterns, vehicle technology and travel behavior. It takes years for projects to be implemented and land use patterns to change, and PSRC evaluates the network from today into the 20+ year future. There would be no data available to conduct an analysis every six months. |
| 101 | 101.01 | Anonymous User | We need to have Black Diamond and surrounding municipalities prioritized for the regional transportation plan. To not have public transit for a city that is growing many times its current size by 2026, well before "Vision 2050," and that is the fastest-growing municipality in the region, is simply unthinkable. Residents are already concerned about the heavy amount of congestion on our roads that simply will not be able to handle the traffic as more people are moving into our urban growth boundary. King County cut our sole bus line - already that which was only commuter line that went to the South Renton Transit Center, when the opposite should have been happening in that we should be expanding transit service. This will continue to leave more exurban communities like ours to be plagued by fossil fuels-burning congestion for years to come, and/or leaves transit at the mercy of private companies like Microsoft that can afford their own bus fleets but leaves out everyone else. It is simply not forward thinking to leave Black Diamond and Southeastern King County out of these plans and I urge PSRC to realize the importance of Black Diamond. | Transit | General | The draft RTP incorporates the latest information from transit agencies on their plans for future transit service. King County Metro's Metro Connects long range plan was updated in 2021 and the network envisioned in that plan incorporates transit routes serving Black Diamond. Please see Metro Connects or the draft RTP's Transportation System Visualization Tool (use "Future Conditions" tab). |

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| 102 | 102.01 | Arvia Morris Climate Activist Seattle Wa. | <p>Hello PSRC. In reviewing the PSRC RTP 2050 I believe there needs to be a lot more emphasis on getting the right policies in place by 2025 and 2030 to reach 2050 goals. Meeting the 2030 goals as a stepping stone for reaching 2050 is particularly true for meeting greenhouse gas (GHG) emissions reductions. Most of the GHG reduction in the plan is dependent on switching to EV and trying to reduce vehicle miles traveled with a RUC. Switching to EV is important but targeting super users of gasoline is the best way to reach the 2050 goals. Please see recent report https://www.coltura.org/gasoline-superusers. We need to have policies for EV which help low income people who use light duty vehicles for work to switch to EV. If we could switch the top 20% of gas users to EV we would reduce gas emissions by 50%. This is the most efficient and equitable way to reduce GHG and roll out EV.</p> | Climate/Environment | General | Thank you for your comment. PSRC is working in partnership with the Puget Sound Clean Air Agency on a Regional EV Collaboration, to advance the implementation of EVs and address necessary infrastructure, local policies and equity considerations. |
| 102 | 102.02 | Arvia Morris Climate Activist Seattle Wa. | <p>For VMT reduction we are glad to see Amtrak described in the RTP. There needs to be a stronger emphasis on working with state lawmakers to ensure that the Amtrak "high growth" scenario is implemented as rapidly as possible. This is described in the August 2020 WSDOT Rail plan https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf p46-49. It shows that Amtrak can deliver about 2.4million passenger trips by 2032, 2.5million by 2040. Developing an up to date reliable intercity high speed rail which serves many communities is the type of common sense investment which can help reduce VMT in the near term (by 2030's) and beyond. Having a modern intercity rail service connected with transit at all stops creates a viable mobility option that is attractive for a growing region and has near term potential to leverage transit investments and reduce VMT. Road use charge (RUC) is needed but it will not be ready in time to have an impact on 2030 climate goals. In addition it may not result in the VMT reductions sought. Having efficient alternatives to driving will reduce VMT. We need these alternatives by 2030 and aggressive investment in Amtrak is the best option. UHSR is not on a timeline that will make a difference, and it does not have enough stops in the RTP area. Also it is not equitable. It is a project of the corporate elite not the regular people who need to get around for their daily lives. Thank you for considering my comments.</p> | Intercity Rail and Bus | General | Thank you for your comment. PSRC and the region's stakeholders will continue to collaborate with WSDOT on implementation of its Rail Plan, including improvements to intercity rail throughout the region. |
| 103 | 103.01 | Anonymous User | <p>Please consider light pollution in future planning. LEDs are way too bright. Nocturnal animals need dark to survive. Also 800 lumens over time is harmful to the human eye. Research this. Small rural communities should use amber colors to reduce the harsh white LED blinding lights.</p> | Climate/Environment | General | Thank you for your comment. |
| 104 | 104.01 | Anonymous User | <p>I'm a climate scientist who works at the University of Washington, and I get cold sweats thinking about how no politicians seem to understand the severity of what we are facing with climate change. It's imperative that we put a once in a lifetime investment in transit and cycling infrastructure. Each dollar used on a new highway is one of our generations children dying an early death.</p> | Climate/Environment | General | Thank you for your comment. |
| 105 | 105.01 | Anonymous User | <p>More transit, no new highways, expanded accessibility and mobility, faster action</p> | Transit | General | Thank you for your comment. |
| 106 | 106.01 | Anonymous User | <p>There's still WAY too much emphasis on CARS! We need to create a region that prioritizes PEOPLE over cars! And there's criminally little \$\$ devoted to creating a *protected cycling network*. We need to give people good reasons to NOT drive. And the transit headways are WAY too long, and the coverage will still be terrible. But at least we'll get improvements to RapidRide, which has been quite a success story!</p> | Transit | General | Thank you for your comment. |

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| 107 | 107.01 | Anonymous User | <p>The regional transportation plan should emphasize multimodal mobility over highway expansion. Bicycle and pedestrian facilities should be separated from fast moving traffic, either by being completely grade separated, or by using durable barriers like concrete. For example a wider highway shoulder cannot be considered a safe and accessible bicycle facility.</p> | Bicycle/Pedestrian | General |
| | | | Thank you for considering my comments. | | |
| 108 | 108.01 | Anonymous User | <p>There's a bunch of nice talk about biking, walking, and transit but automobile-focused transportation is still the centerpiece of your strategy. Automobile emissions are the lion's share of our climate problem. Your words ring hollow without real action.</p> | Climate/Environment | <p>The RTP is fundamentally supporting the future as laid out in VISION 2050, calling for focused growth in compact communities and around high capacity transit. The plan includes a significant expansion of both the high capacity transit network and local transit service, as well as a focus on providing nonmotorized access to transit and completing a network of sidewalks, bicycle lanes and trails. These are two foundational elements to reduce the need for driving, in addition to the pricing mechanisms reflected in the plan. These strategies are significant and aggressive, but are mitigated by the expected growth in population and employment in the region by 2050. The plan's full Four-Part Greenhouse Gas Strategy therefore identifies all of the necessary steps to significantly reduce greenhouse gas emissions into the future.</p> |
| 109 | 109.01 | Anonymous User | <p>It is encouraging to see the efforts being put towards increasing mass transit and decarbonizing our transit in the Puget Sound region. Most exciting are the expansion of the light rail and the street car system. Light rail is an excellent way to travel across this large region, and it is exciting to see the proposed new lines. Hopefully there is a way to quicken the development of the light rail network to open new lines ahead of schedule. For future expansions it would also be nice to see stations open in additional neighborhoods. Often not talked about as much as the light rail is the street car system, and it is nice to see a focus on the streetcars and a proposed expansion of this system. The expanded streetcar network will be a great way to better connect Downtown Seattle. Something to consider would be to reduce the amount of mixed traffic portions of the streetcar network, to offer more right of way to the streetcars and quicken travel times. Scheduling streetcar passage more frequently would also be beneficial. In terms of the buses, it would be nice to see more dedicated bus lanes, to avoid having buses be stuck in the same traffic as cars. This would encourage more bus ridership, and would go hand in hand with the expansion of the bus rapid routes.</p> | Transit | General |
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| 110 | 110.01 | Anonymous User Encourage rail and active transportation, as the most climate-friendly modes of intercity travel, as opposed to automobiles and airplanes. In particular, increase intercity passenger rail service levels to induce demand for rail and thus reduce demand for travel by automobile and airplane. Focus on intercity rail that is faster than today's rail but not necessarily "ultra". Intermediate high speeds (e.g. 90-150mph) can be achieved in a timeframe that is more appropriate for the climate emergency (i.e. within the next ten years), whereas "ultra-high-speed" (e.g. 250mph) is a 30-year project. Allow for hybrid passenger/freight rail, not only separate passenger and freight rail. | Intercity Rail and Bus | General | |
| 110 | 110.02 | Anonymous User Increase freight via the rail network; decrease freight via trucks. Rail is more climate-friendly and will also be faster and more reliable. | freight | General | Thank you for your comment. The determination of whether to move freight by ship, rail, or truck - or a combination of those modes - is made by the shipper based upon a variety of factors that include the type of cargo to be transported; the modes that serve the cargo's origin, destination, and the most efficient route between them; and the relative cost and availability of the different mode options, which are generally operated by private carriers. However, the ports and local/state jurisdictions do plan and implement projects that improve the viability of rail as a mode option, including improvements to ship-rail intermodal facilities and railroad grade separations. We will update the plan to clarify these considerations. |
| 111 | 111.01 | Anonymous User Encourage rail and active transportation, as the most climate-friendly modes of intercity travel, as opposed to automobiles and airplanes. In particular, increase intercity passenger rail service levels to induce demand for rail and thus reduce demand for travel by automobile and airplane. Focus on intercity rail that is faster than today's rail but not necessarily "ultra". Intermediate high speeds (e.g. 90-150mph) can be achieved in a timeframe that is more appropriate for the climate emergency (i.e. within the next ten years), whereas "ultra-high-speed" (e.g. 250mph) is a 30-year project. Allow for hybrid passenger/freight rail, not only separate passenger and freight rail. | Intercity Rail and Bus | General | Thank you for your comment. |

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| 111 | 111.02 | Anonymous User | freight | General | <p>Increase freight via the rail network; decrease freight via trucks. Rail is more climate-friendly and will also be faster and more reliable.</p> <p>The determination of whether to move freight by ship, rail, or truck - or a combination of those modes - is made by the shipper based upon a variety of factors that include the type of cargo to be transported; the modes that serve the cargo's origin, destination, and the most efficient route between them; and the relative cost and availability of the different mode options, which are generally operated by private carriers. However, the ports and local/state jurisdictions do plan and implement projects that improve the viability of rail as a mode option, including improvements to ship-rail intermodal facilities and railroad grade separations. We will update the plan to clarify these considerations.</p> |
| 112 | 112.01 | <p>Rosanne Tomy (Deputy Mayor/Council Position 4, City of Edgewood)</p> | Project Specific | General | <p>As a council-member representing citizens in the City of Edgewood, I have some major concerns about the lack of prioritization of WSDOT Project #5344 (SR 161/36th to Vicinity 24th St E). Though project #5344 is approved, it is not currently slated for completion until 2037.</p> <p>A number of other, more expensive projects with much lower prioritization scores are slated for completion sooner than 2037. The choice to fund these less pressing (and, arguably, less immediately impactful) projects ahead of #5344 is baffling — and the overall project prioritization overlooks critical infrastructural weaknesses on SR 161 that could bring devastating consequences to a primary Pierce County corridor.</p> <p>As the attached letter from our Edgewood City Council points out, SR 161 has been prioritized in the past for major updates that have still not been addressed, has consistently been identified as critical to the overall transportation network, and is a main gateway connecting multiple jurisdictions.</p> <p>While I understand that prioritizing projects is a complicated and often thankless process, I am very concerned that this oversight will lead to the catastrophic failure of this significant route that not only our city, but our region, relies on heavily every single day.</p> <p>I appreciate the opportunity to share the many concerns that I have as an elected representative of the citizens of Edgewood. I look forward to continued conversations about how this critical infrastructure can be prioritized as our city, and region, continue to experience unprecedented growth.</p> <p>Thank you for your comment. Each sponsor identifies the timeline and budgets for the projects submitted into the RTP.</p> |