



Puget Sound Regional Council

## Transportation Policy Board

Thursday, April 14, 2022 • 9:30 AM – 1:00 PM **Please note extended meeting; a short break will be scheduled**

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

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

\*\*\*\*\*

### Attend, watch or listen

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

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

### Provide public comment

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

- Written comments may be submitted via email to [cmoreau@psrc.org](mailto:cmoreau@psrc.org) by 8:00 am the day of the meeting. Comments will be emailed to board members. Comments received after that deadline will be provided to board members after the meeting.
- Public comment may be made via Zoom or by phone. **To allow staff time to process requests, registration is required and closes at 8:00 am the day of the meeting.** Late registrations will not be accepted. [Register here](#). You will have 2 minutes to address the board.
- Public comment may be made in person at PSRC’s office.

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

\*\*\*\*\*

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

- b. Approve Minutes of Transportation Policy Board Meeting held March 31, 2022
- c. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
- d. Allocation of Unprogrammed 2022 FTA Earned Share Funding to King County
- e. 2022 Project Extension Requests
- f. Recommend Certification of Canyon Park RGC Subarea Plan
- g. Recommend Certification of Snohomish County Countywide Planning Policies

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

- a. Regional Transportation Plan Amendment Review and Actions -- *Kelly McGourty & Ben Bakkenta, PSRC*

**7. Action Item (12:30)**

- a. Regional Transportation Plan Final Recommendation -- *Kelly McGourty, PSRC*

**8. Information Items**

- a. PSRC General Assembly Save the Date - Thursday, May 26, 2022
- b. Joint Board Session on Implicit Bias Save the Date - June 23, 2022, 10:00 - 11:30 AM
- c. Regional Transportation Plan SEPA Addendum

**9. Next Meeting: May 12, 2022, 9:30 - 11:30 AM**

Major Topics for May:

-- TBD

**10. Adjourn (1:00 PM)**

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

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese, visit <https://www.psrc.org/contact-center/language-assistance>.



## Puget Sound Regional Council

### MINUTES OF THE TRANSPORTATION POLICY BOARD

**March 10, 2022**

[To watch a video of the meeting and hear the full discussion, please go to:  
<https://www.psrc.org/boards/watch-meetings.>]

#### **CALL TO ORDER**

The meeting was called to order at 9:30 a.m. by Mayor Dana Ralph, Chair. Chair Ralph announced that today's Transportation Policy Board meeting would be hybrid, allowing for remote and in-person attendance. Chair Ralph shared that the meeting was live streamed, and a call-in number provided for members of the public to listen.

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

Chair Ralph announced board membership updates:

- Paul Roberts, Puget Sound Clean Air Agency, departed the board
- Cynthia Wang, Puget Sound Clean Air Agency (member), Kathy Strange (alternate).
- Mayor Rob Putaansuu, Port Orchard, Kitsap County Other Cities & Towns (member)
- Mayor Cassie Franklin, Everett (alternate)

A quorum was established by roll call.

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

The board hear public comment from the following individuals:

- Claire Martini
- Brock Howell
- Anna Zivarts
- Matthew Sutherland
- Vicky Clark

- Larry Leveen

## REPORT OF THE CHAIR

Chair Ralph thanked members for their participation. She shared that staff have prepared the Regional Transportation Plan (RTP) public comments in categories to assist the board with review.

## DIRECTOR'S REPORT

Kelly McGourty, PSRC, provided the board with background on consent agenda item 5c. Recommend Project Submittals to WSDOT National Highway Freight Program Funding Competition. Washington State Department of Transportation has a project selection process for national freight funding. Projects from each region funnel through the Metropolitan Planning Organization (MPO). PSRC played a coordination role, but not a project selection role. The projects submitted were reviewed by PSRC staff and the Freight Advisory Committee.

Ms. McGourty shared that PSRC received three public comment letters after the public comment period closed. The letters will be posted to PSRC's website. Board members will be provided with a link to the documents.

## CONSENT AGENDA

- Approve Minutes of Transportation Policy Board Meeting held January 13, 2022
- Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
- Recommend Project Submittals to WSDOT National Highway Freight Program Funding Competition
- Recommend Certification of the Frederickson MIC Subarea Plan

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

## RECOMMEND PROJECTS FOR APPROVAL FROM RURAL TOWN CENTERS AND CORRIDORS PROGRAM AND TRANSPORTATION ALTERNATIVES PROGRAM

Jennifer Barnes, PSRC, noted that at its February meeting, the board was briefed on the Rural Town Centers & Corridors Program (RTCC) and the Transportation Alternatives Program (TAP) competitions and approved releasing the recommended projects for public comment. She then provided a brief overview of the RTCC project selection process and the project recommendations. Sarah Gutschow, PSRC, provided an overview of the TAP project selection process and those project recommendations. She summarized the four public comments received and included in the packet.

**ACTION: The motion was made by Commissioner Rob Gelder and seconded by Councilmember Ryan Mello that the Transportation Policy Board should recommend the Executive Board approve Rural Town Centers and Corridors Program and Transportation Alternatives Program funding to the list of projects identified in Attachments A and B, along with the recommended prioritized lists of contingency projects.**

## **REGIONAL TRANSPORTATION PLAN PUBLIC COMMENT REVIEW AND POTENTIAL REVISIONS**

Kelly McGourty, PSRC, shared that all public comments received on the draft Regional Transportation Plan have been posted on PSRC's website. Ben Bakkenta, PSRC, provided an overview of public comments received, detailing the number received and the organizations that submitted letters and comments. He outlined how all comments were delineated by category and type, noting that board members had received this information in a spreadsheet.

Mr. Bakkenta reviewed the remaining process for public comment. Staff would prepare a response to each line-item comment, either providing further information, referring to the board where applicable or noting if it was outside of PSRC's scope or authority. A full report would be included in the March 24 Executive Board agenda packet.

Mr. Bakkenta provided a breakdown of comment categories and an overview of public comment key themes.

Ms. McGourty gave an overview of key topics from public comment for board review and discussion, covering: Big Ideas; Bicycle/Pedestrian; Climate and Environment; Project Amendments; Safety; Water Quality; Project Evaluation and Project Selection.

Ms. McGourty shared that eight board members had submitted proposed amendments, which were shared with the board in advance of the meeting. The amendments include unique individual components but also overlap with key themes and topics from public comment.

Ms. McGourty shared the process for reviewing public comments and board amendments. Staff will review each board member proposed amendment and collate into amendment packages, where similar items would be packaged together. Ms. McGourty then provided summaries of the topics from amendments submitted: Ballard-Interbay Study; Bicycle/Pedestrian; Climate Change; Coordinated Mobility Plan; Equity; Mobility; Project Additions; RTP/Funding Alignment; Safety; Technology.

Ms. McGourty shared that all comments and board proposed amendments were available online at <https://www.psrc.org/our-work/rtp>. Draft staff responses to comments and amendments is scheduled to be available March 17.

Board members agreed to hold an additional meeting on March 31. It was decided to send board members a poll to determine whether to meet in the morning or afternoon.

## **ADJOURN**

The meeting adjourned at 11:33 a.m.

## **TPB MEMBERS & ALTERNATES PRESENT**

See attached attendance roster.

## **GUESTS and PSRC STAFF ATTENDING**

(As determined by staff)

Monica Adkins, PSRC  
Ben Bakkenta, PSRC  
Jennifer Barnes, PSRC  
Josh Brown, PSRC  
Gil Cerise, PSRC  
Carolyn Downs, PSRC  
Sarah Gutschow, PSRC  
Craig Helmann, PSRC  
Paul Inghram, PSRC  
Kathryn Johnson, PSRC  
Piset Khuon, PSRC  
Kelly McGourty, PSRC  
Casey Moreau, PSRC  
Sheila Rogers, PSRC

Attachments:

TPB March 10, 2022 Attendance Roster

Transportation Policy Board - March 10, 2022						
Voting Members			✓	Non-voting Members		
<b>King County</b>	2	CM Girmay Zahilay CM Dave Upthegrove Vacant Alt	1	<b>Associate Members</b> Island County	1	COMM Melanie Bacon COMM Jill Johnson Alt
Seattle	2	CM Dan Strauss CM Alex Pedersen CP Debora Juarez Alt	1	Thurston Regional Planning Council	1	CM Dani Madrone, Olympia COMM Carolina Mejia, Thurston Co Alt
Bellevue	1	CM Jennifer Robertson CM Janice Zahn Alt	1	<b>Public Agency Members</b> Puget Sound Clean Air Agency	1	Cynthia Wang Kathy Strange Alt
Cities/Towns	3	CM Kate Kruller, Tukwila MYR Dana Ralph, Kent, <b>Chair</b> MYR Mary Lou Pauly, Issaquah CM Peter Kwon, SeaTac Alt CM Wendy Weiker Mercer Isl Alt DEP MYR Jay Arnold, Kirkland Alt	1	Freight Mobility Strategic Investment Board WA Transportation Improvement Board	1	Dan Gatchet Brian Ziegler Alt Dave Ramsay CM Sam Low, Snohomish Co. Alt
Local Transit	1	CM Rod Dembowski Vacant Alt		<b>PSRC Committees</b> Regional Staff Cmte.	1	Jesse Hamashima, Pierce Co. Chip Vincent, Renton Alt
<b>Kitsap County</b>	1	COM Robert Gelder COM Charlotte Garrido Alt	1	Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co. Russ Blount, Fife Alt
Bremerton	1	MYR Greg Wheeler CP Michael Goodnow Alt	1	Transportation Operators Cmte.	1	Peter Heffernan, King County Lindsey Sehmel Alt, Pierce Transit
Cities/Towns	1	MYR Rob Putaansuu, Port Orchard CM Leslie Schneider, Bainbridge Isl Alt	1	<b>Private/Civic Members-Business/Labor</b> Laborers Local Union 242	1	Billy Hetherington Dale Bright Alt
Local Transit	1	MYR Becky Erickson, Poulsbo CM John Clauson, Port Orchard Alt	1	WA Roundtable exp. 12/31/22	1	Neil Strege Vacant Alt
<b>Pierce County</b>	1	CM Ryan Mello, <b>Vice Chair</b> CM Dave Morell Alt	1	Seattle Met. Chamber of Commerce exp. 12/31/22	1	Rob Berman, HDR Engineering Amy Grotefendt, Enviroissues Alt
Tacoma	1	CM Kristina Walker CM Conor McCarthy Alt	1	Master Builders of Pierce County exp. 12/31/23	1	Jessie Gamble Jeremiah Lafranca Alt
Cities & Towns	1	CM Bryan Yambe, Fife MYR Josh Penner, Orting Alt	1	<b>Private/Civic Members-Community/Environment</b> Seattle Aging & Disability Services exp. 12/31/23	1	Dinah Stephens Jon Morrison Winters Alt
Local Transit	1	CM Marty Campbell, Pierce County DEP MYR John Palmer, Puyallup Alt	1	League of Women Voters of WA exp. 12/31/22	1	Cynthia Stewart Vacant Alt
<b>Snohomish County</b>	1	CM Jared Mead CM Sam Low Alt		Public Health Seattle/ King County exp.12/31/23	1	Darrell Rodgers Shawn Frederick, SNOHD Alt
Everett	1	CM Ben Zarlingo MYR Cassie Franklin Alt	1	Transportation Choices Coalition exp. 12/31/23	1	Alex Hudson Kelsey Mesher Alt
Cities/Towns	1	CM Jan Schuette, Arlington CM Jeffrey Beeler, Sultan Alt 1 CM Michael Stevens, Marysville Alt 2	1	<b>Non-voting</b>	16	Non-voting members present
Local Transit	1	CM Kim Daughtry, Lake Stevens CM Jan Schuette, Arlington Alt	1	<b>Ex-Officio Non-Voting Members</b> State Legislators	87	Districts within PSRC's boundary
<b>Regional Transit</b>	1	MYR Kim Roscoe, Fife Vacant Alt				
<b>Federally Recognized Tribes</b>						
Muckleshoot Indian Tribe	1	CM John Daniels, Jr. Vacant Alt				
Puyallup Tribe of Indians	1	Andrew Strobel Robert Barandon Alt				
Suquamish Tribe	1	CM Luther (Jay) Mills CHRMN Leonard Forsman Alt				
<b>Statutory Members</b>						
Ports	1	COM Toshiko Hasegawa, Seattle COM Cary Bozeman, Bremerton Alt	1			
WA Trans. Commission	1	COM Jerry Litt COM Hester Serebrin Alt	1			
WSDOT	1	SEC Roger Millar ASST SEC Julie Meredith Alt 1 Mike Cotton Alt 2 Steve Roark Alt 3 Robin Mayhew Alt 4	1			
<b>Legislative Transportation Cmte. (Not Counted for Quorum)</b>						
House Transportation Cmte.	2	REP Emily Wicks, D REP Jake Fey, D Alt REP Dan Griffey, R REP Andrew Barkis, R Alt				Abbreviations CHRMN Chairman CM Councilmember CP Council President COM Commissioner
Senate Transportation Cmte.	2	Vacant, D SEN Mark Mullet, D Alt Vacant, R Vacant, R Alt				MYR Mayor DEP MYR Mayor SEC Secretary ASST SEC Assistant Secretary REP Representative SEN Senator
Voting	32	(Quorum = 14) Quorum Total	20			
		Total Voting members present	26			

Attachment: TPB March 10, 2022 Attendance Roster (3393 : Approve Minutes of Transportation Policy Board Meeting Mar 2022)



## Puget Sound Regional Council

### MINUTES OF THE TRANSPORTATION POLICY BOARD

**March 31, 2022**

[To watch a video of the meeting and hear the full discussion, please go to:  
<https://www.psrc.org/boards/watch-meetings.>]

#### **CALL TO ORDER**

The meeting was called to order at 1:00 p.m. by Mayor Dana Ralph, Chair. Chair Ralph announced that today's Transportation Policy Board meeting would be hybrid, allowing for remote and in-person attendance. Chair Ralph shared that the meeting was live streamed, and a call-in number provided for members of the public to listen.

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

Chair Ralph announced board membership updates:

- Matthew Sutherland, Transportation Choices Coalition, new alternate

A quorum was established by roll call.

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

Mayor Ralph shared that a form letter had been received for public comment. The letter had been included in the agenda packet. A total of 137 individuals had submitted the letter.

The board heard public comment from the following individuals:

- Andrew Kidde
- Robin Briggs
- Anna Zivarts, Disability Mobility Initiative
- Larry Leveen, ForeverGreen Trails
- Claire Martini, Leafline Trails



## REPORT OF THE CHAIR

Chair Ralph provided an overview of the process for reviewing RTP amendments.

### REGIONAL TRANSPORTATION PLAN PUBLIC COMMENT REVIEW AND POTENTIAL REVISIONS

Kelly McGourty, PSRC, reminded the board that at its March 10 meeting, the board was provided with a summary of all public comments. Staff had provided an overview of how the comments had been categorized by type and collated by the themes of General Comment, Technical Correction, or Board Review. Staff had also summarized key themes for board review and the proposed amendments submitted by board members.

Ms. McGourty noted that staff had provided supplemental materials in advance of today's meeting. The materials summarized proposals, grouping them into technical corrections (Group 1) and board review (Group 2). Within these groups, proposals were further delineated by topic (e.g. bicycle/pedestrian; big ideas / technology; equity; etc.). Staff responses were provided for each package.

Ms. McGourty shared the process for board review and action. Staff would ask for action or other direction from the board after each package of proposals. The board would continue this process at its April meeting and then act on recommending Executive Board approval of the RTP. Staff would then incorporate board direction into the language of the draft plan. The General Assembly is scheduled to act on the plan at its May 26 meeting.

Ben Bakkenta presented group one proposals of board proposed technical corrections and reminded the board of all other technical corrections from public comment.

Technical Correction E-1 was removed from the technical corrections list and proposed to be addressed with group two amendments for equity.

**ACTION: Group 1, BP1-2; BI-1-4: It was moved and seconded (Councilmember Kate Kruller/Councilmember Jennifer Robertson) to recommend staff move forward to implement the suite of Technical Corrections for inclusion in the final draft plan. The motion passed unanimously.**

Ms. McGourty reviewed group two proposed amendments for RTP project amendments. The board discussed the timing of the project amendments as well as the overall process.

**ACTION: Group 2, PA-1a-d: It was moved and seconded (Councilmember Kristina Walker/Councilmember Ryan Mello) to direct staff to proceed with the proposed revisions and update analysis data for SEPA publishing. The motion passed unanimously.**

Mr. Bakkenta provided an overview of the proposed amendments and staff response for big ideas and technology. For BI-1, board members discussed that lidding freeways is one example of connecting communities and the language in the plan should be reflected as such.

**ACTION: Group 2, BI-1, It was moved and seconded (Councilmember Ryan Mello/Secretary Roger Millar) to direct staff to proceed with staff proposed technical correction. The motion passed unanimously.**

Mr. Bakkenta summarized the proposed amendment for the second proposal under big ideas, including the staff proposal for a two-tiered process. The first is a technical correction to the draft RTP language, and the second would be identifying a future work program discussion with the board.

**ACTION: Group 2, BI-2: It was moved and seconded (Councilmember Ryan Mello/Secretary Roger Millar) to proceed with the staff recommended technical corrections and identify as a future element in the PSRC work program. The motion passed unanimously.**

Ms. McGourty summarized the proposed amendments for the Coordinated Mobility Plan / ADA Transition Plans. For CMP-1, she shared PSRC's process for development of the strategies and priorities included in the Coordinated Mobility Plan.

**ACTION: Group 2, CMP-1: It was moved and seconded (Councilmember Ben Zarlingo/Councilmember Jennifer Robertson) to not amend the plan as proposed and to leave the existing plan as drafted. The motion passed unanimously.**

Ms. McGourty then summarized the proposal and staff response to the package of proposals under CMP-2. The board discussed the importance of ADA transition planning and implementation, as well as the existing requirements outside of the RTP.

**ACTION: Group 2, CMP-2, 2a, 2b: It was moved and seconded (Councilmember Ryan Mello/Councilmember Marty Campbell) to direct staff to add a "What's ahead" section that would elevate ADA transition planning and implementation and identify future PSRC work on this topic. The motion passed unanimously.**

Mr. Bakkenta provided an overview of the first equity proposed amendment and the staff response. Group one, E-1 was pulled from the technical corrections and considered in tandem with E-1 in Group 2.

**ACTION: Group 1, E-1 and Group 2, E-1: It was moved and seconded (Secretary Roger Millar/Councilmember Jennifer Robertson) to direct staff to proceed with the staff proposed technical corrections. The motion passed unanimously.**

Mr. Bakkenta provided an overview of the second equity proposed amendment and the staff response.

**ACTION: Group 2, E-2: It was moved and seconded (Councilmember Ryan Mello/Councilmember Kate Kruller) that no action was needed. The motion passed unanimously.**

Mr. Bakkenta and Ms. McGourty provided an overview of the third equity proposed amendment and the staff response. The board discussed the need for greater exposure and clarity of the existing work.

**ACTION: Group 2, E-3: It was moved and seconded (Councilmember Rod Dembowski/Councilmember Alex Pedersen) to adopt the amendment. The motion passed with one no vote.**

Ms. McGourty briefed the board on the water quality proposals from public comment. No amendment was proposed by board members on this topic.

Ms. McGourty shared that staff would summarize actions taken today and include in the April 14 meeting packet. At its April 14 meeting, the board will review the remaining amendment packages (Group 2) and is scheduled to make a final recommendation on the RTP to the Executive Board.

## **ADJOURN**

The meeting adjourned at 3:04 p.m.

## **TPB MEMBERS & ALTERNATES PRESENT**

See attached attendance roster.

## **GUESTS and PSRC STAFF ATTENDING**

(As determined by staff)

Andrew Kidde  
 Robin Briggs  
 Anna Zivarts, Disability Mobility Initiative  
 Larry Leveen, ForeverGreen Trails  
 Claire Martini, Leafline Trails Ben Bakkenta, PSRC  
 Josh Brown, PSRC  
 Carolyn Downs, PSRC  
 Sarah Gutschow, PSRC  
 Craig Helmann, PSRC  
 Paul Inghram, PSRC  
 Kathryn Johnson, PSRC  
 Piset Khuon, PSRC  
 Kelly McGourty, PSRC  
 Casey Moreau, PSRC  
 Sheila Rogers, PSRC

Attachments:

TPB March 10, 2022 Attendance Roster

Transportation Policy Board - March 31, 2022				5.b.a	
Voting Members			✓	Non-voting Members	
<b>King County</b>	2	CM Girmay Zahilay	1	<b>Associate Members</b>	
		CM Dave Upthegrove	1	Island County	1 COMM Melanie Bacon
		Vacant Alt			COMM Jill Johnson Alt
		Vacant Alt		Thurston Regional Planning Council	1 CM Dani Madrone, Olympia
Seattle	2	CM Dan Strauss	1		COMM Carolina Mejia, Thurston Co Alt
		CM Alex Pedersen	1	<b>Public Agency Members</b>	
		CP Debora Juarez Alt		Puget Sound Clean Air Agency	1 Cynthia Wang
Bellevue	1	CM Jennifer Robertson	1		Kathy Strange Alt
		CM Janice Zahn Alt		Freight Mobility Strategic Investment Board	1 Dan Gatchet
Cities/Towns	3	CM Kate Kruller, Tukwila	1		Brian Ziegler Alt
		MYR Dana Ralph, Kent, <b>Chair</b>	1	WA Transportation Improvement Board	1 Dave Ramsay
		MYR Mary Lou Pauly, Issaquah	1		CM Sam Low, Snohomish Co. Alt
		CM Peter Kwon, SeaTac Alt	1	<b>PSRC Committees</b>	
		CM Wendy Weiker Mercer Isl Alt		Regional Staff Cmte.	1 Jesse Hamashima, Pierce Co.
		DEP MYR Jay Arnold, Kirkland Alt	1		Chip Vincent, Renton Alt
Local Transit	1	CM Rod Dembowski	1	Regional Project Evaluation Cmte.	1 Doug McCormick, Snohomish Co.
		Vacant Alt			Russ Blount, Fife Alt
<b>Kitsap County</b>	1	COM Robert Gelder	1	Transportation Operators Cmte.	1 Peter Heffernan, King County
		COM Charlotte Garrido Alt			Lindsey Sehmel Alt, Pierce Transit
Bremerton	1	MYR Greg Wheeler		<b>Private/Civic Members-Business/Labor</b>	
		CP Michael Goodnow Alt		Laborers Local Union 242 exp. 12/31/22	1 Billy Hetherington
Cities/Towns	1	MYR Rob Putaansuu, Port Orchard		WA Roundtable exp. 12/31/22	1 Dale Bright Alt
		CM Leslie Schneider, Bainbridge Isl Alt			1 Neil Strege
Local Transit	1	MYR Becky Erickson, Poulsbo	1		Vacant Alt
		CM John Clauson, Port Orchard Alt	1	Seattle Met. Chamber of Commerce exp. 12/31/22	1 Rob Berman, HDR Engineering
<b>Pierce County</b>	1	CM Ryan Mello, <b>Vice Chair</b>	1	Master Builders of Pierce County exp. 12/31/23	1 Amy Grotefendt, Enviroissues Alt
		CM Dave Morell Alt			1 Jessie Gamble
Tacoma	1	CM Kristina Walker	1		Jeremiah Lafranca Alt
		CM Conor McCarthy Alt		<b>Private/Civic Members-Community/Environment</b>	
Cities & Towns	1	CM Bryan Yambe, Fife		Seattle Aging & Disability Services exp. 12/31/23	1 Dinah Stephens
		MYR Josh Penner, Orting Alt			Jon Morrison Winters Alt
Local Transit	1	CM Marty Campbell, Pierce County	1	League of Women Voters of WA exp. 12/31/22	1 Cynthia Stewart
		DEP MYR John Palmer, Puyallup Alt			Vacant Alt
<b>Snohomish County</b>	1	CM Jared Mead		Public Health Seattle/ King County exp. 12/31/23	1 Darrell Rodgers
		CM Sam Low Alt			Shawn Frederick, SNOHD Alt
Everett	1	CM Ben Zarlingo	1	Transportation Choices Coalition exp. 12/31/23	1 Alex Hudson
		MYR Cassie Franklin Alt			Matthew Sutherland Alt
Cities/Towns	1	CM Jan Schuette, Arlington	1	Non-voting	16 Non-voting members present
		CM Jeffrey Beeler, Sultan Alt 1		<b>Ex-Officio Non-Voting Members</b>	
		CM Michael Stevens, Marysville Alt 2		State Legislators	87 Districts within PSRC's boundary
Local Transit	1	CM Kim Daughtry, Lake Stevens			
		CM Jan Schuette, Arlington Alt			
<b>Regional Transit</b>	1	MYR Kim Roscoe, Fife	1		
		Vacant Alt			
<b>Federally Recognized Tribes</b>					
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.			
		Vacant Alt			
Puyallup Tribe of Indians	1	Andrew Strobel			
		Robert Barandon Alt			
Suquamish Tribe	1	CM Luther (Jay) Mills			
		CHRMN Leonard Forsman Alt			
<b>Statutory Members</b>					
Ports	1	COM Toshiko Hasegawa, Seattle	1		
		COM Cary Bozeman, Bremerton Alt			
WA Trans. Commission	1	COM Jerry Litt	1		
		COM Hester Serebrin Alt			
WSDOT	1	SEC Roger Millar	1		
		ASST SEC Julie Meredith Alt 1	1		
		Mike Cotton Alt 2			
		Steve Roark Alt 3			
		Robin Mayhew Alt 4			
<b>Legislative Transportation Cmte. (Not Counted for Quorum)</b>					
House Transportation Cmte.	2	REP Emily Wicks, D			CHRNM Chairman
		REP Jake Fey, D Alt			CM Councilmember
		REP Dan Griffey, R	1		CP Council President
		REP Andrew Barkis, R Alt			COM Commissioner
Senate Transportation Cmte.	2	Vacant, D			MYR Mayor
		SEN Mark Mullet, D Alt			DEP MYR Mayor
		Vacant, R			SEC Secretary
		Vacant, R Alt			ASST SEC Assistant Secretary
Voting	32	(Quorum = 14) Quorum Total	20		REP Representative
		Total Voting members present	25		SEN Senator

Attachment: TPB March 10, 2022 Attendance Roster (3394 : Approve Minutes of Transportation Policy Board Meeting Mar 31 2022)



## Puget Sound Regional Council

### **CONSENT AGENDA**

April 7, 2022

**To:** Transportation Policy Board

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

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

### **IN BRIEF**

Two agencies submitted five projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local and federal funding through various funding processes such as the Federal Transit Administration's Passenger Ferry Grant Program. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

### **RECOMMENDED ACTION**

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

### **DISCUSSION**

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

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

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

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

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

### **Air Quality Conformity**

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

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

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

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

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

Detailed below are requests from King County Metro for modifications to PSRC's 2022 FTA funds for this amendment. The modifications were found to be consistent with PSRC's project tracking policies and were reviewed and recommended by the Transportation Operations Committee (TOC) at its March 23, 2022 meeting.

Due to pandemic related revenue losses and service cuts, King County no longer needs to purchase additional buses, and is reducing the "Bus Replacements 2021-2022" project scope to approximately eighteen vehicles. PSRC 2022 FTA funds are requested to be distributed from this project to four other projects, as shown in the table

below. The scopes of the receiving projects will not change with this request; the federal funds will either replace existing local funds or offset increased costs.

<b>Project Title</b>	<b>FFY 2022 FTA Funds</b>	<b>Current</b>	<b>Final</b>
Bus Replacements 2021-2022	5307 Earned Share	\$35,646,135	\$4,897,618
	5307 Preservation Set-aside	\$5,298,616	\$0
	5337 Earned Share	\$7,581,876	\$0
Metro Base Facilities HVAC Replacements	5307 Earned Share	\$0	\$10,800,000
Interim Base Battery Electric Bus Charging Depot	5307 Earned Share	\$0	\$5,291,424
KCM Sound Transit Link Passenger Improvements	5307 Earned Share	\$0	\$3,800,000
Vehicle, Equipment and Facilities Maintenance 2021-2024	5307 Earned Share	\$0	\$10,857,093
	5307 Preservation Set-aside	\$0	\$5,298,616
	5337 Earned Share	\$0	\$7,581,876
<b>TOTAL:</b>		<b>\$48,526,627</b>	<b>\$48,526,627</b>

### Federal Fund Source Descriptions

The following federal funding sources are referenced in Exhibit A.

- 5307 Federal Transit Administration Urbanized Area Formula Program, distributed through PSRC.
- 5307(h) Federal Transit Administration Passenger Ferry Grant Program, competitively distributed to projects in urbanized areas.
- 5337 Federal Transit Administration State of Good Repair Program, distributed through PSRC.

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

Attachments:  
Exhibit A



Month: April  
Year: 2022

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP	Other Amend
1. King County Department of Transportation (Transit)	<b>Interim Base Battery Electric Bus Charging Depot</b> Existing project redistributing funds from MET-222: Bus Replacements 2021-2022 to the preliminary engineering phase designing charging infrastructure to support operations of up to 105 Battery Electric Buses (BEB).	\$5,291,424 Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,291,424 Total				
2. King County Department of Transportation (Transit)	<b>KCM Sound Transit Link Passenger Improvements</b> Existing project redistributing funds from MET-222: Bus Replacements 2021-2022 to the construction phase building new or relocated Metro bus stops, shelters, benches, lighting, real-time bus arrival information, and wayfinding signs adjacent to Sound Transit (ST) East Link stations, Downtown Redmond Link Extension stations, and the ST Lynnwood Link Extension stations.	\$3,800,000 Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,800,000 Total				
3. King County Department of Transportation (Transit)	<b>Metro Base Facilities HVAC Replacements</b> Existing project redistributing funds from MET-222: Bus Replacements 2021-2022 replacing multiple HVAC system components at 1) Metro's South Base Component Supply Center, South Base Vehicle Maintenance and South Base Facilities Maintenance buildings; and 2) Metro's East Base Operations building. This is a multi-year project and the programming reflects the funds available within the span of the current TIP.	\$10,800,000 Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$10,800,000 Total				

Attachment: Exhibit A (3389 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	Other	UPWP Amend	
4. King County Department of Transportation (Transit)	<b>Vehicle, Equipment and Facilities Maintenance 2021-2024</b> Existing project redistributing funds from MET-222: Bus Replacements 2021-2022 to the other phase. This is a TIP bucket project that contains King County Metro Transit's FTA funded preventative maintenance of transit-related vehicles, equipment and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 1,500 buses, vanpool fleet, electric trolley infrastructure (70 miles of overhead wire) and seven operating bases and other facilities that are necessary for the maintenance and operations of Metro service. The primary use of the funds is for staff costs for Preventive Maintenance activities on buses. Depending on the amount of federal funds programmed, the federal amount could represent from 10 to 45 percent of the annual budget for this activity. The project includes PSRC FTA funds already expended or scheduled to be expended over the span of FFYs 2021-2024.	\$16,155,709	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$7,581,876	Federal 5337 HIMB				
		\$5,934,396	Local				
		\$29,671,981	Total				
5. Kitsap County	<b>Local Electric Passenger Only Ferry</b> New project programming a construction phase replacing an aged diesel vessel with a new environmentally beneficial battery-electric passenger-only ferry and necessary charging infrastructure to carry passengers across Sinclair Inlet, between Port Orchard and Bremerton.	\$7,700,000	Federal 5307(h)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,680,000	Local				
		\$10,380,000	Total				

Attachment: Exhibit A (3389 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))



## Puget Sound Regional Council

### CONSENT AGENDA

April 7, 2022

**To:** Transportation Policy Board

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

**Subject:** **Allocation of Unprogrammed 2022 FTA Earned Share Funding to King County**

### IN BRIEF

King County Metro requests to allocate \$9,501,611 in previously unprogrammed 2022 FTA 5337 High-Intensity Fixed Guideway (HIFG) funds to five existing projects, as identified below. These funds were held over from the distribution of PSRC's FTA Earned Share funds that were allocated to agencies as part of the 2018 project selection process. The request was reviewed and recommended by the Transportation Operations Committee (TOC) at its March 23, 2022 meeting.

### RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board approval of the allocation of 2022 FTA 5337 HIFG funding to the five King County Metro projects, as identified below.

### DISCUSSION

King County Metro requests to allocate \$9,501,611 in previously unprogrammed Seattle-Tacoma Everett Urbanized Area 2022 FTA 5337 HIFG funds to five existing projects as identified in the table below:

Project Title	Proposed Allocation
Atlantic Base Pavement Replacement	\$5,628,894
Replacement of Overhead Trolley Infrastructure 2021-2022	\$1,619,616

<b>Project Title</b>	<b>Proposed Allocation</b>
Atlantic Base Vehicle Maintenance Bus Lifts	\$500,000
Trolley System Infrastructure SGR Master Drawing	\$653,101
Atlantic Base Wash Equipment Replace	\$1,100,000
TOTAL:	\$9,501,611

These funds were held over from the distribution of PSRC's FTA earned share funds that were allocated to agencies as part of the 2018 project selection process, approved by PSRC's Executive Board on July 26, 2018. King County Metro did not program these funds to projects as part of that process because at that time the agency did not have enough projects that were eligible to use their full estimated allocation of 5337 HIFG funding.

The scopes of the projects receiving additional 5337 HIFG funds will not change. The additional funding is needed to offset increases in project expenses for four of the five projects; for the Atlantic Base Vehicle Maintenance Bus Lifts project, the project budget will be reduced by an equal amount of local funds. As existing projects, all five projects have already gone through PSRC's public review process.

For more information, please contact Sarah Gutschow at 206-587-4822 or [sgutschow@psrc.org](mailto:sgutschow@psrc.org).



## Puget Sound Regional Council

### **CONSENT AGENDA**

April 7, 2022

**To:** Transportation Policy Board  
**From:** Kelly McGourty, Director, Transportation Planning  
**Subject:** **2022 Project Extension Requests**

### **IN BRIEF**

PSRC's adopted project tracking policies include a provision that allows sponsors of projects with PSRC's Federal Highway Administration (FHWA) funds to request a one-time extension. The requests for extensions of projects with 2022 FHWA funds have been reviewed and are recommended for approval.

### **RECOMMENDED ACTION**

The Transportation Policy Board should recommend Executive Board approval of the 2022 extension requests, as shown in Attachment 1.

### **DISCUSSION**

PSRC's adopted project tracking policies are designed to ensure the timely use of PSRC funds and to increase the delivery of transportation investments that support the region's long-range plans. The project tracking system has been successful at keeping projects moving forward while effectively utilizing PSRC's federal funds. In addition, since 2013 the policies have been successful in ensuring the region meets the required annual delivery target for PSRC's FHWA funds.

The project tracking policies have evolved over the years to ensure successful delivery of projects, by addressing issues caused by project delays and the potential risk of losing unused funding. However, the policies recognize the challenges to project delivery and a provision is included to allow short-term extensions for delayed projects. This provision has varied over the years to establish guidelines for allowable reasons for delays and the time allowed for the extension.

Last revised in January 2020, the [policies](#) allow sponsors to request one of two possible extensions. The first provides a 45-day extension to allow for those projects that need a bit more time past the original June 1 deadline but do not need until the end of the calendar year to deliver. These extensions would remain within the current fiscal year and minimize any impact to the delivery target. The second extension allows more time for those projects that are facing a greater delay, outside of the reasons noted in the policies for which an extension would not be granted. These projects would receive a one-year extension that requires approval by PSRC's boards.

PSRC staff has reviewed the requested extensions in collaboration with the Washington State Department of Transportation and the chairs of the Regional Project Evaluation Committee and the four countywide transportation forums. The one-year extension requests, as identified in Attachment 1, are recommended for approval.

For more information, please contact Jennifer Barnes at (206) 389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org), or Kalon Thomas at (206) 389-2877, [kthomas@psrc.org](mailto:kthomas@psrc.org).

Attachments:

1 - 2022 FHWA Project Extension Requests

### Attachment 1: 2022 FHWA Project Extension Requests

**1-Year Extensions**

Sponsor	Project Title	Award Amount	Phase	Reason for Delay
Bainbridge Island	Madison Avenue Sidewalks	\$1,410,000	Construction	Expanding scope and combining projects to leverage resources and economies of scale.
Bremerton	Washington & 11th Improvements	\$3,654,625	Construction	Design changes required due to community input.
Kirkland	124th Avenue NE Roadway Improvements & NE 124th Street/124th Avenue NE/Totem Lake	\$3,892,500	Construction	Right of way and court scheduling delays.
Kitsap County	National STEM School	\$1,848,752	Construction	New federal stormwater guidance and requirements.
Monroe	179th Ave Sidewalk - 154th St to 157th Pl	\$561,450	Construction	Two phases awarded in the same year; unable to complete all prerequisites for construction within the same year.
Mountlake Terrace	Main Street Reconstruction	\$2,000,000	Construction	COVID impacts to small jurisdiction with limited resources, affecting both staffing and logistical support to complete right of way milestones.
Seattle	11th Ave NE Preservation	\$1,400,000	Construction	Project was originally coordinated with Metro RapidRide project that was impacted due to COVID impacts on revenues and service; project now moving forward as a stand-alone project.
Stanwood	Viking Way Phase 2	\$259,500	Right of Way	New environmental requirements impacting NEPA schedule.
University Place	35th Street Phase 1	\$1,955,000	Construction	Delays in right of way property negotiations.

**TOTAL: \$16,981,827**

**45-Day Extensions (information only)**

Sponsor	Project Title	Award Amount	Phase
Dupont	Center Drive Overlay Phase 6	\$558,152	Construction
Edmonds	76th Ave. W Overlay from 196th St. SW / SR-524 to Olympic View Dr.	\$540,000	Construction
Everett	Fleming St. Bicycle Corridor	\$595,000	Construction
Lynnwood	Scriber Creek Trail	\$1,000,000	Construction
Tacoma	I Street Overlay	\$652,000	Construction

**TOTAL: \$3,345,152**

Attachment 1 - 2022 FHWA Project Extension Requests (3397 : 2022 Project Extension Requests)



## Puget Sound Regional Council

### CONSENT AGENDA

April 7, 2022

**To:** Transportation Policy Board

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

**Subject:** **Recommend Certification of Canyon Park RGC Subarea Plan**

### IN BRIEF

Consistent with PSRC's adopted plan review process, PSRC staff recommends certification of the subarea plan for the Canyon Park regional growth center. The certification report (Attachment A) further describes how the plan meets applicable requirements.

### RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should:

*Recommend that the Executive Board certify that the Canyon Park Regional Growth Center subarea plan addresses planning expectations for regional growth centers.*

### DISCUSSION

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

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



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

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

The Canyon Park regional growth center is located in the Snohomish County portion of Bothell and was designated by PSRC in 1995. The subarea plan seeks to leverage regional transit investments to continue developing a multifaceted neighborhood with a diverse mix of housing, office, retail, and public space. The subarea plan includes an amendment to the center boundary to remove natural areas and include nearby activity centers.

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

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

Attachments:

A - Canyon Park RGC Subarea Certification Report

---

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

# REGIONAL GROWTH CENTER PLAN REVIEW CERTIFICATION REPORT



## CITY OF BOTHELL, CANYON PARK SUBAREA PLAN

MARCH 31, 2022

### CANYON PARK SUBAREA PLAN

The Canyon Park Regional Growth Center is located in the Snohomish County portion of Bothell and was designated as a regional growth center by PSRC in 1995. The subarea plan seeks to leverage regional transit investments to continue developing a multifaceted neighborhood with a diverse mix of housing, office, retail, and public space. The subarea plan includes an amendment to the center boundary to remove natural areas from and include nearby activity centers. This reduces the overall center size by 93 acres meeting PSRC's maximum size recommendation of 640 acres for urban centers.

### REGIONAL CENTERS CERTIFICATION

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

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

### CERTIFICATION RECOMMENDATION

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

**The Puget Sound Regional Council certifies that the Canyon Park Subarea Plan addresses planning expectations for regional growth centers.**

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

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

## REVIEW OF REGIONAL GROWTH CENTER PLANNING

### BACKGROUND

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

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

#### SCOPE OF REVIEW

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

**Vision for the center**, including a commitment to compact, pedestrian and transit-oriented development.

**Identification of the area** designated as a regional center and relationship to other plans.

**A market analysis** of the center's development potential.

**Equitable engagement process** with community and relevant stakeholders.

**Coordination** with tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions.

**Prioritization of services and access to opportunity** for people of color, people with low incomes, and historically underserved communities.

**Prioritization of local investments** in the center.

#### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses the center concept provisions of the VISION Consistency Tool. Highlights include:

- The plan envisions the center as an economic driver for the region with a diverse mix of uses serving both residents from Bothell and members of the larger region.
- The innovative community engagement process conducted with a student group from UW Bothell to engage with small business owners and cultural anchors in the city strengthens the work on affordable commercial spaces.
- The plan assesses the market potential of the center and includes policies to support economic growth.

#### DISCUSSION: AREAS FOR FURTHER WORK

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

## Environment and Climate Change

### SCOPE OF REVIEW

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

- Critical/environmentally sensitive areas**, including inventories and relevant policies and programs.
- Parks and open space**, including public spaces and civic places, and provisions to encourage accessible open space.
- Innovative stormwater management** policies and programs.
- Air pollution and greenhouse gas emission reduction** policies and programs.
- Avoidance and/or mitigation of environmental impacts** for vulnerable populations.
- Electric transportation infrastructure**, such as charging stations for industrial equipment.
- Retrofitting of existing buildings** to reduce building energy use.
- Minimize gaps in equitable access** to parks and open spaces.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses the environment and climate change provisions of the VISION Consistency Tool. Highlights include:

- The plan includes strategies to protect, restore, and enhance wetlands throughout the center. Highlighting the North Creek Trail as an amenity will preserve this natural resource as development occurs.
- The plan recognizes the role of land use and development on greenhouse gas emissions. It calls for the application of building design standards to reduce emissions and encourage energy and water efficient development.
- The plan includes “through-block connections” that will be applied to site plan applications as proposed development occurs. These include alley design, woonerf, and landscaped and urban-passage ways intended to facilitate multimodal transportation methods through the center.

### DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments through future amendments or implementation steps for the Canyon Park Subarea Plan or Comprehensive Plan:

- Encouraging multimodal transportation methods, such as electric bikes and scooters, provides multiple ways for employees, residents, and visitors to get around. Identifying additional implementation steps for expanding charging infrastructure will be important for expanding electric transportation modes and supporting more opportunities for transportation options.

## Land Use/Development Patterns

### SCOPE OF REVIEW

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

- Defined boundaries and shape for the center** that are compact and easily walkable. Residential and employment growth targets that accommodate a significant share of the jurisdiction’s growth, as well as residential densities and building intensities with capacity to accommodate these levels of growth.
- Mix, distribution and location of existing and future land uses** described and mapped. Encourage a mix of complementary uses.

**Design standards** for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit.

**Center's role in achieving VISION 2050's goal** of attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit station areas

#### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses the land use/development pattern provisions of the VISION Consistency Tool. Highlights include:

- Thoughtful land use planning and zoning code amendments support the transition of Canyon Park from an auto-oriented center to a place with nodes of walkable, transit-oriented mixed-use development and employment.
- The updated growth targets, along with the reduced center boundary, in the plan are consistent with criteria for Urban Regional Growth Centers in the Regional Centers Framework.

#### DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments through future amendments or implementation steps for the Canyon Park Subarea Plan or Comprehensive Plan:

- It is great to see the city working with both King and Snohomish counties on growth targets. It will be important for Bothell to update growth targets for the regional growth center when local comprehensive plan is updated in 2024. Updating center growth targets is an important step in the planning process and should be done early to inform policy decisions on how to accommodate additional growth. Updated center growth targets should be consistent with the city's overall targets and demonstrate that a significant share of growth is being accommodated in the center.

## Housing

#### SCOPE OF REVIEW

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

- Existing and targeted housing units** by type, affordability, and special needs housing.
- Tailored provisions for a variety of housing types, affordable housing, and special housing needs.**
- Implementation strategies** for addressing housing targets and goals.
- Reduce the risk** of residential displacement.

#### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses many of the economic provisions of the VISION Consistency Tool. Highlights include:

- The plan promotes the development of a diverse range of market rate and affordable housing that will help the center develop more housing to develop into the mixed-use center that supports regional goals.
- The plan includes strategies, such as mandatory affordability requirements, to meet housing affordability needs.

#### DISCUSSION: AREAS FOR FURTHER WORK

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

- The [Regional Centers Framework](#) requires that all regional growth centers have a goal for a minimum of at least 15% planned residential activity in the center to ensure a healthy mix of uses. Canyon Park is primarily an employment center today, but the plan identifies strategies to encourage more residential development

over time. The city should aggressively promote housing to work towards achieving this residential development as part of the implementation of the Canyon Park Subarea Plan to ensure a center with mixed uses.

- Although there not a significant residential population in the center today, it will still be important for the city to consider residential displacement as the center continues to grow over the 20-year timeframe of the plan. The work the city has put into developing anti-displacement strategies for local immigrant and BIPOC businesses is a great model for developing future anti-displacement housing strategies.

## Economy

### SCOPE OF REVIEW

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

**Key sectors and industry clusters** in the center.

**Reduce the risk** of commercial displacement.

**Expand access** to economic opportunity.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses many of the economic provisions of the VISION Consistency Tool.

Highlights include:

- ☑ The emphasis on retaining affordable and flexible commercial spaces in the center demonstrates the city's commitment to expanding access to opportunity for individuals who own or work at businesses of different sizes.
- ☑ Action to help prevent commercial displacement as the center redevelops are innovative, and PSRC looks forward to the city's equity analysis to inform implementation of anti-displacement strategies.

### DISCUSSION: AREAS FOR FURTHER WORK

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

## Transportation

### SCOPE OF REVIEW

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

**Integrated multimodal network transportation network**, including pedestrian and bicycle facilities, as well as linkages to adjacent neighborhoods and districts.

**Regional high-capacity transit**, local transit and coordination with transit agencies.

**Complete street provisions** for pedestrians, bicyclists, transit, vehicles, and – where appropriate – freight.

**Context-sensitive design** provisions for transportation facilities.

**Environmentally friendly street treatments** (green streets).

**Level-of-service standards and concurrency** provisions tailored for the center to encourage transit.

**Parking management strategy** that addresses supply of parking, on-street parking and mitigating effects of parking.

**Mode-split goals.**

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses many of the transportation provisions of the VISION Consistency Tool. Highlights include:

- Investments in transit, pedestrian and bicycle systems, and mixed-use development increase transportation options and help the city achieve the center’s mode split goal for 2044.
- Coordination between the city, Sound Transit, and Community Transit as regional investments in bus rapid transit have potential to significantly increase transportation options for residents, commuters, and visitors to the center

### Discussion: Areas for Further Work

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

## Public Services

### SCOPE OF REVIEW

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

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

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Canyon Park Subarea Plan effectively addresses many of the public service provisions of the VISION Consistency Tool. Highlights include:

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

DISCUSSION: AREAS FOR FURTHER WORK

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

**Conclusion and Next Steps**

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

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

Attachment: A - Canyon Park RGC Subarea Certification Report (3387 : Canyon Park Certification)





## Puget Sound Regional Council

### CONSENT AGENDA

April 7, 2022

**To:** Transportation Policy Board

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

**Subject:** **Recommend Certification of Snohomish County Countywide Planning Policies**

### IN BRIEF

Consistent with PSRC's adopted plan review process, PSRC staff recommends certification of the countywide planning policies for Snohomish County. The certification report (Attachment A) further describes how the policies meets applicable requirements.

### RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should:

*Recommend that the Executive Board certify that the Countywide Planning Policies for Snohomish County are consistent with the multicounty planning policies and the regional transportation plan.*

### DISCUSSION

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

VISION 2050, the region's long-range plan for growth, calls for countywide planning policies (CPPs) to be updated to address the multicounty planning policies included in VISION 2050 (MPP-RC-13). The adopted Plan Review process calls on PSRC to review the countywide planning policies based on a comparative analysis of countywide

and multicounty planning policies, focusing on policy areas for regional planning identified in the Growth Management Act (RCW 36.70A.210).

Snohomish County adopted a major update to the CPPs in September 2021 (Ordinance 21-059). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Plan in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Snohomish County and its cities. Notable changes to the policies include direction, across all chapters, to incorporate equity considerations into local comprehensive plans and jurisdictional decision-making. In February 2022, the county adopted 2044 growth targets (Ordinance 22-003) as an appendix to the CPPs to support the 2024 comprehensive plan updates and implement the VISION 2050 Regional Growth Strategy.

The Snohomish County CPPs were updated using the Snohomish County Tomorrow (SCT) planning framework. The CPP Subcommittee consisted of planning staff from SCT jurisdictions, regional and state agencies, and tribes. Following adoption, Snohomish County staff completed the PSRC consistency tool for countywide planning policies and submitted the reporting tool along with a completed set of CPPs.

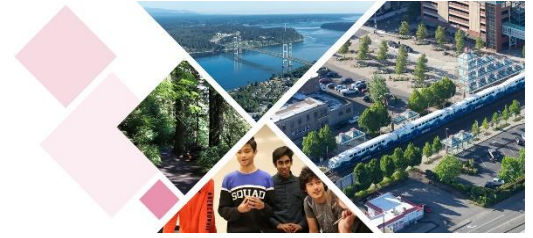
PSRC staff reviewed the CPPs and find the policies address the multicounty planning policies and the Regional Transportation Plan. PSRC staff coordinated with county staff in the review of the plan and drafting of the certification report.

For more information, contact Liz Underwood-Bultmann, Principal Planner, at [LUnderwood-Bultmann@psrc.org](mailto:LUnderwood-Bultmann@psrc.org).

Attachments:

A: Snohomish County CPP Certification Report

# COUNTYWIDE PLANNING POLICIES PLAN REVIEW CERTIFICATION REPORT



## SNOHOMISH COUNTY

MARCH 31, 2022

### BACKGROUND

Snohomish County adopted a major update to the Countywide Planning Policies (CPPS) in September 2021 (Ordinance 21-059). The CPPs were updated to align with the multicounty planning policies and the Regional Growth Plan in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Snohomish County and its cities. Notable changes to the policies include direction, across all chapters, to incorporate equity considerations into local comprehensive plans and jurisdictional decision-making. In February 2022, the county adopted 2044 growth targets (Ordinance 22-003) as an appendix to the CPPs to support the 2024 comprehensive plan updates and implement the VISION 2050 Regional Growth Strategy.

The Snohomish County CPPs were updated using the Snohomish County Tomorrow (SCT) planning framework. The CPP Subcommittee consisted of planning staff from SCT jurisdictions, regional and state agencies, and tribes. Following adoption, Snohomish County staff completed the PSRC consistency tool for countywide planning policies and submitted the reporting tool along with a completed set of CPPs.

### COUNTYWIDE PLANNING POLICIES CERTIFICATION

VISION 2050, the region's long-range plan for growth, calls for countywide planning policies to be updated to address the multicounty planning policies included in VISION 2050 (MPP-RC-13). The adopted Plan Review process calls on PSRC to review the countywide planning policies based on a comparative analysis of countywide and multicounty planning policies, focusing on policy areas for regional planning identified in the Growth Management Act (RCW 36.70A.210). The consistency certification of countywide planning policies and the regional transportation plan is based on a comparative analysis of the adopted countywide transportation-related planning policies and the regional transportation plan (RCW 47.80.023). PSRC coordinated with county staff and reviewed information provided by county staff to prepare this report.

### CERTIFICATION RECOMMENDATION

Staff reviewed the countywide planning policies and found that the policies are consistent with the VISION Consistency Tool for Countywide Planning Policies. The following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

**The Puget Sound Regional Council certifies that the Countywide Planning Policies for Snohomish County are consistent with the multicounty planning policies and the regional transportation plan.**

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

## REVIEW OF COUNTYWIDE PLANNING POLICIES

VISION 2050 emphasizes the value of coordination to achieve shared regional objectives. CPPs complement multicounty planning policies and provide more specific level of detail to guide county and local comprehensive planning. CPPs are reviewed for consistency with the VISION 2050 Consistency Tool for Countywide Planning Policies. The review contained in this section follows the format and content established in this tool, covering the policy chapters in VISION 2050 (regional collaboration, environment, climate change, land use/development patterns, economy, transportation, and public services).

### Regional Collaboration

#### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

- Support joint planning and coordination** among jurisdictions, agencies, tribes, ports, military installations, special purpose districts and adjacent regions.
- Prioritize services and access to opportunity** for people of color, people with low incomes, and historically underserved communities.
- Recognize military installations** and their beneficial impacts and challenges.
- Prioritize transportation investments** to centers and high-capacity transit station areas.
- Promote existing and new funding sources** to implement the regional vision.

#### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the regional coordination provisions of the VISION Consistency Tool. Highlights include:

- A robust set of policies emphasizing joint planning and collaboration between the cities and the county. (JP-1 – 7)
- New policies recognizing the importance of working with Tribal governments and military installations. (JP 6 – 7)
- Significant focus to incorporate equity and inclusion provisions into the CPPs. New policies and updated goals throughout all topic chapters were added to address all aspects of racial equity and support local implementation.

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on collaboration.

## Regional Growth Strategy

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

**Implement the regional growth strategy by providing direction for growth targets**, including growth in centers and near high-capacity transit, addressing jobs-housing balance, reducing the rate of rural growth, and supporting infill within the urban growth area.

**Ensure urban growth area stability and sustainability** over the long term.

Include a **process to reconcile discrepancies** between growth targets and local plans.

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the Regional Growth Strategy provisions of the VISION Consistency Tool. Highlights include:

- Adopted growth targets consistent with the Regional Growth Strategy, supporting significant growth in Metro and Core cities and reducing the rate of rural growth over time. (Appendix B)
- Policies seek to ensure the long-term stability of the urban growth area over time (DP-1 – 3)

### DISCUSSION: AREAS FOR FURTHER WORK

The county and cities should address the following comments through future amendments or implementation steps for the countywide planning policies:

- Snohomish County is commended for a collaborative process to develop growth targets that implement VISION 2050. VISION 2050 states that PSRC will be looking for substantial consistency with adopted growth targets in certification review. It will be critical for jurisdictions to provide capacity and planning to accommodate growth targets in 2024 comprehensive plan updates. PSRC staff is available to provide assistance as local plans are developed.

## Environment

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

**Coordinate and integrate environmental strategies** among jurisdictions, tribes, countywide and watershed groups.

**Promote environmentally sensitive development**, including minimizing impacts to natural features.

**Support protection of critical areas** and incentivize environmental stewardship.

**Plan for open space** and encourage protection of native vegetation and tree canopy.

**Promote the protection of water quality** and restoration of hydrological function.

**Avoid and/or mitigate environmental impacts** for vulnerable populations.

**Reduce pollution**, including air toxics, greenhouse gas and stormwater.

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses environmental provisions of the VISION Consistency Tool. Highlights include:

- Policies to support collaborative efforts to enhance the environment, including implementing the Regional Open Space Conservation Plan. (Ev 1 – 3)

- ☑ New policies to reduce and mitigate stormwater impacts and improve water quality. (Ev-7, Ev-8)
- ☑ Policies to reduce light and noise pollution, toxic pesticides, and the spread of invasive species. (Ev 9 – 11)
- ☑ Updated policies to ensure that all residents have equitable access to clean air and water. (Ev-8)

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on the environment.

## Climate Change

#### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

**Support achieving regional emission reduction goals** by encouraging electrifying the transportation system, prioritizing investments that reduce emissions, promoting reduced vehicle miles travelled, and expanding use of conservation, alternative energy sources and energy management technology

#### **Support reducing building energy**

Coordinate work to **sequester and store carbon**.

**Address impacts** on water, land, infrastructure, health, and the economy.

Address siting and planning for relocation of hazardous industries away from the **500 year floodplain**.

Address impacts to **vulnerable populations and areas disproportionately affected by climate change**.

#### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses climate change provisions of the VISION Consistency Tool.

Highlights include:

- ☑ Updated policies consider how decisions will impact climate and emission reduction goals. (GF-3)
- ☑ Policies support adopting and implementing actions to achieve emission reduction goals adopted by the Puget Sound Clean Air Agency (CC-1, 6)
- ☑ Expanded policies to reduce carbon and support carbon sequestration with forests, wetlands, farmlands, and estuaries. (CC-4)
- ☑ New policies to plan for adaptation and resilience, focusing on minimizing impacts on highly impacted and vulnerable communities. (CC-5)

#### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on climate change.

## Land Use/Development Patterns

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

**Reduce disparities in opportunity** by supporting inclusive community planning, investments to expand opportunity, and strategies to mitigate displacement in centers and near high-capacity transit.

Implement the **Regional Centers Framework**.

**Maximize transit investments** through appropriate densities.

**Support center and station area planning**.

**Facilitate annexation and incorporation**, support joint planning, and affiliate unincorporated areas.

**Reduce rural growth** over time, ensure long-term **integrity of resource lands**, and avoid conversion to other uses.

**Prioritize reducing health disparities** and improving outcomes.

**Avoid incompatible uses** near airports, military installations, manufacturing/industrial centers, and Tribal reservation lands.

**Address impacts on culturally significant sites and tribal treaty** fishing, hunting, and gathering grounds.

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the development patterns provisions of the VISION Consistency Tool. Highlights include:

- ☑ Expanded policies on working with tribal governments and addressing encroachments and impacts to culturally-significant sites and reservation lands. (JP-8, DP-37)
- ☑ Policies to encourage transit-oriented development, including planning for growth near high-capacity transit. (DP-18)
- ☑ New policies on reducing disparities, supporting inclusive community planning, and reducing residential displacement. (DP-38, DP-39)
- ☑ Policies to implement the Regional Centers Framework, including detailed criteria and procedures to designate centers and a list of candidate countywide centers. (DP-8, Appendix I)

### DISCUSSION: AREAS FOR FURTHER WORK

The county and cities should address the following comments through future amendments or implementation steps for the Snohomish County countywide planning policies:

- ☐ While the policies address joint planning and the process to affiliate urban unincorporated areas with cities, the countywide planning policies should support proactive, collaborative steps to identify strategies and remove barriers to annexation.

## Housing

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

- Increase housing production opportunities** to address supply, including diverse types and styles.
- Address housing affordability needs**, with an emphasis on housing near transit and in centers.
- Promote jobs-housing balance** by providing housing choices accessible to workers.
- Expand **moderate density housing** capacity.
- Address **residential displacement**.

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the housing provisions of the VISION Consistency Tool. Highlights include:

- New policies to evaluate and address residential displacement. (HO-5, HO-15)
- Policies to promote additional housing options in single family zones and moderate density housing. (HO-1, 4)

### DISCUSSION: AREAS FOR FURTHER WORK

The county and cities should address the following comments through future amendments or implementation steps for the Snohomish County countywide planning policies:

- The county has adopted population targets and is beginning work to translate those targets to housing units. Housing targets are a critical implementation step for VISION 2050 and HB 1220 (2021). PSRC is available to provide data or support to translate adopted population targets to housing units.

## Economy

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

- Support recruitment and retention** to foster a positive business climate.
- Focus employment growth in centers.**
- Support industry clusters** recognized in the Regional Economic Strategy.
- Promote environmentally and socially responsible** business practices.
- Expand **access to opportunity and remove barriers** for economically disconnected communities.
- Support and empower **contributions of culturally and ethnically diverse communities.**
- Address **commercial displacement**.

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the economy provisions of the VISION Consistency Tool. Highlights include:

- Policies to expand economic development strategies to support people with historically low or very low access to opportunity. (ED-6)
- Updated policies to ensure that economic development respects the natural environment and supports sustainability and resilience. (ED-15)
- New policies that address the potential for commercial displacement. (ED-18)



## DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on the economy.

## Transportation

## SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

- Prioritizing improvements** that support the Regional Growth Strategy, centers, and high-capacity transit areas.
- Maintain and preserve** the transportation system.
- Manage demand** and support alternatives to driving alone.
- Identify stable and predictable funding sources** and pursuit of alternative transportation financing.
- Strategies and actions for changes in **transportation technologies and mobility**.
- Racial and social equity** as a core objective in transportation improvements, programs, and services.
- Provide mobility choices** for people with special needs.
- Promote human health** and the state's goal of zero deaths and serious injuries.
- Support the economy** and the movement of people and goods.

## DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the transportation provisions of the VISION Consistency Tool. Highlights include:

- Policies to minimize impacts on the natural environment, including reducing stormwater, improving fish passage, and promoting human health. (TR-6)
- Strategies that reduce emissions committing to climate change, including reducing vehicle miles traveled, encouraging investment in clean energy options, and encouraging alternatives to traveling alone. (TR-16)
- Support for planning for frequent and successful transit service. (TR-11 – 14, 17)

## DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on transportation.

## Public Services

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Countywide Planning Policies calls for policies to address the following concepts:

- Protect and enhance the environment and public health** when providing services and facilities.
- Coordinate planning for services and facilities** to support the Regional Growth Strategy.
- Provide guidance to locate urban services** and regional facilities in urban areas and appropriately scale rural facilities.
- Serve new development** within urban areas with sanitary sewer and replace failing septic systems.
- Consider impacts of climate change** on public facilities.
- Plan for affordable and equitable access to public services**, especially to underserved communities.
- Encourage interjurisdictional coordination** of public safety and emergency management.
- Locate community facilities and services in centers and near transit.**
- Work with school districts** on siting, design, and strategies to provide adequate urban capacity.

### DISCUSSION: NOTABLE POLICIES

The Snohomish County CPPs effectively addresses the public services provisions of the VISION Consistency Tool. Highlights include:

- Policies to promote collaboration on equitable access of public services and facilities for all residents, especially those that are historically underserved. (PS-18)
- Working with school districts to plan for the siting and improvement of school facilities to meet the current and future community needs. (PS-21)
- Collaborating for long-term water and utility needs, particularly in the face of climate change (PS-8, 9)

### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement to better align with regional expectations on public services.

## Conclusion and Next Steps

PSRC thanks the county and cities for working through the plan review and certification process for the CPPs. The policies effectively address the requirements of the VISION Consistency Tool for Countywide Planning Policies, demonstrating consistency with VISION 2050, and are recommended for certification.

For additional information regarding this certification report, please contact Liz Underwood-Bultmann at [LUnderwood-Bultmann@psrc.org](mailto:LUnderwood-Bultmann@psrc.org).



## Puget Sound Regional Council

### **ACTION ITEM**

April 7, 2022

**To:** Transportation Policy Board  
**From:** Kelly McGourty, Director, Transportation Planning  
**Subject:** **Regional Transportation Plan Amendment Review and Actions**

### **IN BRIEF**

The Transportation Policy Board held an additional meeting on March 31 to review proposed board member amendments to the Regional Transportation Plan. The discussion and actions will continue on the remaining proposed plan amendments at the meeting on April 14.

### **RECOMMENDED ACTION**

In anticipation of final recommendation on the Regional Transportation Plan, the Transportation Policy Board is asked to review and take action on a series of proposed amendments. The compilation and collation of proposals is attached; actions taken by the board on March 31 are noted.

### **DISCUSSION**

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

At the meeting on March 10 staff provided a detailed briefing on the public comments received. This included a categorization of comments across specific plan topics as well as by three comment types: general plan comments, technical corrections, or comment for board review. A spreadsheet delineating the comments provided from the 113 unique respondents into 554 specific line items by topic is provided on PSRC's

website, along with the comments in their original form. The spreadsheet identifies the staff categorization of each line item by comment type, as well as a response from PSRC staff to each and every comment.

In addition to the specific proposals submitted during the public comment period that were brought the board's attention, additional plan amendments proposed by board members were also summarized and reviewed at the March 10 meeting. As was noted, there is much overlap of topics across amendments and with the public comments received. Staff has collated similar themes and prepared packages of proposed plan revisions to assist with board review and ultimate action.

The board reviewed and took action on several proposed amendments at the meeting on March 31. The board will review and take action on the remaining proposed amendments at the April 14 meeting. The attachment contains each amendment package and notes those that were acted on in March. In April, the Transportation Policy Board will also be asked to make a final recommendation to approve the Regional Transportation Plan.

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

Attachments:

A - RTP Proposed Amendment Packages

## Proposed RTP Amendments – April 14, 2022 TPB

### **BACKGROUND AND INTRODUCTION**

At the March 10 meeting the Transportation Policy Board was provided a summary of public comments received, including the staff categorization of general comments, technical corrections and those elevated for board review. The draft public comments report – including all comments by subject matter, comment type and a PSRC staff response – may be found on PSRC’s website at <https://www.psrc.org/our-work/rtp>.

This document addresses those public comments elevated for board review as well as proposed amendments submitted by board members. Staff has summarized and paraphrased proposals to the extent practical and has grouped similar proposals by theme. Proposals are further characterized into two groupings: **Group 1** are proposals that staff believe may be considered technical corrections or clarifications, and **Group 2** are those that require further board direction for potential amendments to the plan. Where applicable, page numbers refer to related locations in the draft RTP document.

Many proposed revisions submitted during the public comment period are identical to amendments sponsored by PSRC board members, and many of the amendment proposals are similar to one another. Within groupings and topic areas, specific amendment packages are identified that combine similar themes and intent together.

Each of the proposed revisions also includes a staff assessment and information addressing the issue, with a staff proposal where applicable and/or an indication of further board review and direction necessary.

***Actions taken by the Transportation Policy Board at their additional meeting on March 31, 2022 are identified through page 13; all remaining proposals are to be reviewed and acted upon at the meeting on April 14, 2022.***

**Group 1: Board Proposed Technical Corrections/Clarifications**

**March 31 TPB action: Staff is directed to move forward to implement the suite of Technical Corrections (from public comment and proposed board member amendments) for inclusion in the final draft plan. This addresses all of Group 1.**

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Bicycle/Pedestrian</b>				
<b>BP-1</b>	Bellevue	p. 53	Provide clarity about the need for increased emphasis on projects that will help meet VISION 2050’s walk distance to high-capacity transit	<p><b>Technical Correction</b></p> <p>Staff response: The importance of bike/ped connectivity to transit is addressed in many areas of the plan, but in particular on page 27 in the Transit section and pages 56 and 59 of the Bicycle/Pedestrian section in Chapter 2, and in the What’s Ahead sections of Chapter 4. Staff proposes to review these sections and provide additional language and emphasis on the access to transit needs and the relationship to the Regional Growth Strategy.</p>
<b>BP-2</b>	Bellevue	p. 61	Provide information about how region’s safety goals relate to the bicycle/pedestrian section	<p><b>Technical Correction</b></p> <p>Staff response: An emphasis on safety is included in the What’s Ahead section of the Bicycle/Pedestrian section in Chapter 2 of the plan. Staff proposes to incorporate any additional safety elements amended into the plan from current board discussions and update the language in this section to provide more clarity and emphasis as feasible.</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Big Ideas / Technology</b>				
BI-1	Seattle / King County / State of WA / Port of Seattle	N/A	Recognize the Ballard-Interbay Regional Transportation System (BIRT) report and its objectives in the plan	<b>Technical Correction</b>  Staff response: The draft plan discusses the need for preservation and maintenance, including specific needs for the region’s bridges and in particular for freight movement and in the region’s manufacturing/industrial centers. Staff proposes to further include a sidebar identifying and discussing the BIRT report on p.72 of the Freight section.
BI-2	Bellevue	p. 100	Provide additional context to the emergence of autonomous vehicles in the region	<b>Technical Correction</b>  Staff response: On p.100 of the “New and Emerging Technologies” section, staff proposes to expand the discussion of “Connected and Autonomous Vehicles” to provide additional details on current trends and work such as that of the Washington State Autonomous Vehicle Work Group ( <a href="https://avworkgroupwa.org/">https://avworkgroupwa.org/</a> ).
BI-3	Bellevue	p. 101	Highlight the opportunity to leverage new data source options	<b>Technical Correction</b>  Staff response: In the “Future Conditions” section of p.101, staff proposes to emphasize the availability, trends and potential benefits of new and better-integrated data sources to cost-effectively operate and manage the region’s transportation system.
BI-4	Bellevue	p. 185	Develop a framework for updating the Transportation System Visualization Tool	<b>Technical Correction</b>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				Staff response: Staff proposes to identify the need and planned work to maintain the visualization tool in the What’s Ahead section of Chapter 4. The board has already begun a conversation on PSRC’s transportation work program post plan-adoption and a proposed timeline for this work, with further discussions expected later in 2022. In addition, staff proposes to identify the intention to regularly update the Transportation System Visualization Tool with available data in support of future RTP development in the “Amending the Regional Transportation Plan” section on p. 185 of the plan.

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Equity</b>				
<b>E-1</b>	Pierce County / Tacoma	p. 124; App. F	<p>Include displacement of people of color and people with low-income in regional equity analyses, including potential mitigation measures</p> <p><i>Note: this item was pulled from Group 1 and moved to Group 2; refer to page 11.</i></p>	<p><b>Technical Correction</b></p> <p>Staff response: PSRC continues to work on refining and improving regional equity analyses, tools, data, and technical assistance for its members as part of the PSRC Equity work program. This includes developing improved displacement risk tools and analysis, particularly for people of color and people with low-income. Staff proposes to expand the equity section on p. 127 of the RTP to identify this ongoing work.</p> <p>In addition, page 126 of the equity section references potential displacement risk mitigation measures identified in the VISION 2050 Final SEIS. These measures will be included more explicitly in the plan’s Equity Analysis, Appendix F.</p>



**Group 2: Amendments / Proposals Requiring Further Board Review and Direction**

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Project Amendments</b>				
PA-1a	Kitsap Transit	App. D	Correction to the alignment of Routes 8, 217 and 390.	<p><b>Board direction requested</b></p> <p>Staff response: Staff is preparing an analysis that addresses these proposed revisions and additional projects and will provide analysis results to the board in April. Minimal impact to the regional analysis is expected.</p> <p>Board direction requested to proceed with revisions and update analysis data for SEPA publishing.</p> <p><b>March 31 TPB Action: Staff is directed to proceed with revisions PA-1a-d and update the RTP analysis data for SEPA publishing.</b></p>
PA-1b	Community Transit	App. D	Correction to the alignment of the Blue Line and Silver Line; correction to the alignment and terminus of the Orange Line at Edmonds College.	
PA-1c	Tacoma	App. D	<p>Add four new projects:</p> <p>Portland Avenue: I-5 to 72nd St E</p> <ul style="list-style-type: none"> <li><b>I-5 to 29th:</b> shared use path on east side of road with possible changes to vehicular lane capacity</li> <li><b>29th to 72nd:</b> Convert two through lanes (one in each direction) to protected bike lanes</li> </ul> <p>Orchard St/Lakewood Dr: S 56th St to S 74th St</p> <ul style="list-style-type: none"> <li>Remove center turn lane; use width for a widened shared use path on one side of the street</li> </ul>	

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
			<p>S 74th/72nd St: S Cedar St to Waller Rd</p> <ul style="list-style-type: none"> <li>Convert two through lanes (one in each direction) to protected bike lanes</li> </ul> <p>South Tacoma Way from Pine Street to South 47th St</p> <ul style="list-style-type: none"> <li>Convert the eastbound through lane to protected bicycle lanes or a shared use path</li> </ul>	
PA-1d	WSDOT	App. D	<p>Modify two projects:</p> <p>Project #4194, I-5/DuPont-Steilacoom Rd to Thorne Ln Corridor Improvements: changing from “constructing an additional lane on I-5 between the DuPont-Steilacoom Road and Thorne Lane interchanges” to “construct additional HOV lanes in both directions of I-5 between DuPont-Steilacoom Road and Thorne Lane interchanges.”</p> <p>Project #4419, I-5/Mounts Rd to DuPont-Steilacoom Rd Corridor Improvements: changing from “construct additional general purpose lanes in both directions between Mounts Rd and DuPont-Steilacoom Rd...” to “construct additional HOV lanes in both directions...”</p>	

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Big Ideas / Technology</b>				
BI-1	<i>From public comment</i>	p. 170	Take bolder action on lidding I-5 and work with partners to secure funding and convene regional stakeholders	<p><b>Board direction requested – Staff proposed Technical Correction</b></p> <p>Staff response: PSRC does not have a direct role in proposing or advocating for specific projects as suggested with this comment; rather, PSRC provides support to project sponsors and engages at the regional scale. We encourage the commenter to work with WSDOT and the City of Seattle to pursue particular investments and include projects in the comprehensive planning process.</p> <p>However, staff proposes to update language in Chapter 4 to strengthen reference to innovative work such as that noted with the lidding of I-5; per the March 10 board meeting discussion, this language will address this type of work throughout the region and not just within the City of Seattle.</p> <p><b><i>March 31 TPB Action: Recommend staff move forward with a technical correction to the plan as described.</i></b></p>
BI-2	<i>From WSDOT public comment</i>	p. 180	Strengthen implementation aspects of the RTP, provide more detail on next steps, actions, and timelines	<p><b>Board direction requested - Staff proposed Technical Correction and future PSRC Work</b></p> <p>Staff response: staff proposes to improve and strengthen the current language in the plan regarding necessary implementation actions to the extent possible within the timeframe remaining before plan adoption. Staff further proposes to work with the board on development of an action plan after the</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				<p>plan is adopted, to include more robust and specific details on the various implementation steps included in the RTP. The PSRC Transportation Policy Board began a discussion of PSRC’s transportation work program earlier in the year, with intent to continue this discussion post plan-adoption. Further board direction on specific priorities and timing for PSRC’s work program and resources will be required, given the numerous implementation items and topics to be addressed.</p> <p><b>March 31 TPB Action: Recommend staff move forward with a technical correction to the plan as described, and identify the future PSRC work program on this topic.</b></p>

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Coordinated Mobility Plan / ADA Transition Plans</b>				
<b>CMP-1</b>	Rep. Wicks	p. 33; App. B	<p>Add following to Coordinated Mobility Plan as high priority strategies:</p> <ul style="list-style-type: none"> <li>• Prioritize land use and transportation plans and funding to create ability-friendly &amp; age-friendly communities</li> <li>• Convene stakeholders to set a baseline service level goal for providing transit and door-to-door services within the rural context</li> </ul>	<p><b>Board direction requested</b></p> <p>Staff response: The strategies and priorities included in the Coordinated Mobility Plan (CMP) were thoroughly vetted and reviewed through extensive outreach with affected stakeholders and PSRC’s Special Needs Transportation Committee.</p> <p>The current CMP addresses necessary ADA infrastructure for walk/bike/roll modes, as well as transit needs in the rural area. PSRC does not have a role in operational decisions related to transit services; individual transit agencies, mobility coalitions and non-profit service providers work together on those</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				<p>types of operational decisions. Representatives of these bodies are on PSRC’s Special Needs Transportation Committee.</p> <p>Board direction is requested on this topic.</p> <p><b>March 31 TPB Action: The plan is maintained as is with no amendment.</b></p>
<b>CMP-2</b>	Rep. Wicks	p. 33	Maintain a regional list and track progress of all local ADA Transition Plans, Complete Streets ordinances and plans, and other active transportation plans	<p><b>Board direction requested</b></p> <p>Staff response: These three proposals relate primarily to a PSRC role with ADA Transition Plans.</p> <p>As part of the RTP data collection efforts in 2019-2020, PSRC researched the current status of active transportation plans, policies and ordinances. This can be a regularly maintained data set for each future plan update.</p>
<b>CMP-2a</b>	Pierce County / Tacoma / Rep. Wicks	p. 33	Support development and analysis of ADA transition plans & hire a regional ADA plan coordinator	<p>At this point in time PSRC does not have a role related to the tracking, development or analysis of ADA transition plans. It is our understanding that WSDOT and FHWA monitor and evaluate these plans for consistency with state and federal requirements. Staff can coordinate with these agencies on roles and responsibilities and report on the status of these plans.</p>
<b>CMP-2b</b>	Pierce County / Tacoma / Rep. Wicks	p. 33	Identify a regional funding source to support implementation of Americans with Disabilities Act (ADA) transition plans and other active transportation plans	<p>Board direction is requested on this topic. At board direction, PSRC would work to identify and incorporate resources in the budget and work program to support this planning work.</p> <p><b>March 31 TPB Action: Recommend staff elevate ADA transition planning and implementation by including more</b></p>

Attachment: A - RTP Proposed Amendment Packages (3391 : Regional Transportation Plan Amendment

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				<i>detailed information in the “What’s Ahead” section of the RTP, and identify future PSRC work on this topic.</i>

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Equity</b>				
<b>E-1</b>	Pierce County / Tacoma	p. 123; App. F	Develop a methodology for project level displacement risk analysis <i>Note: E-1 from Group 1 was brought down and discussed in tandem with this proposal</i>	<b>Board direction requested – Staff Proposed Technical Correction</b>  Staff response: PSRC does not have a direct role in project level mitigation, however we do provide resources and guidance such as PSRC’s displacement risk tool, particularly as part of PSRC’s project selection process.  Page 126 of the RTP has a section called “Resources for Project-Level Analysis and Mitigation” that identifies data sets, resources, and tools for project-specific equity analysis. Staff proposes to update this section to identify the regional Displacement Risk and Opportunity Mapping tools.

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				<p>PSRC continues to work on refining and improving regional equity analyses, tools, data, and technical assistance for its members as part of the PSRC Equity work program. This includes developing improved displacement risk tools and methodologies, particularly for people of color and people with low-income. The equity section on p. 127 of the RTP will be expanded to identify this ongoing work.</p> <p>Page 126 of the equity section also references potential displacement risk mitigation measures identified in the VISION 2050 Final SEIS. These measures will be included more explicitly in the plan’s Equity Analysis, Appendix F.</p> <p><b>March 31 TPB Board Action: Recommend staff move forward with a technical correction to the plan as described.</b></p>
E-2	Pierce County / Tacoma	p. 127; p.185	Identify Equity Advisory Committee role in development of future Project Selection frameworks	<p><b>Board direction requested - Staff Proposed No Action Needed</b></p> <p>Staff response: RTP page 127 identifies this role for the Equity Advisory Committee as part of the creation and implementation of the Regional Equity Strategy.</p> <p><b>March 31 TPB Action: The plan is maintained as is with no amendment.</b></p>

Attachment: A - RTP Proposed Amendment Packages (3391 : Regional Transportation Plan Amendment

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
E-3	Pierce County / Tacoma	NA	Include a future work program commitment to analyze the equity of current transportation funding of all funds and all modes, and develop clear criteria to determine whether transportation funding is distributed equitably (racial equity, low-income communities and geography)	<p><b>Board direction requested - Staff Proposed No Action Needed</b></p> <p>Staff response: PSRC completes an Equity Analysis as part of each Transportation Improvement Program (<a href="https://www.psrc.org/sites/default/files/tip2020-appendixf-equityanalysis.pdf">https://www.psrc.org/sites/default/files/tip2020-appendixf-equityanalysis.pdf</a>). The analysis evaluates distribution by project mode (transit, roadway, bicycle/pedestrian, etc.), and proximity to and benefit or burden to different demographic groups.</p> <p>In addition, as background supporting regional project selection cycles, PSRC conducts an analysis of the historic distribution of funds it manages by mode and county. In addition, equity was significantly enhanced as part of the 2022 Policy Framework for PSRC’s Federal Funds, and a commitment made to conduct an evaluation of the recommended projects, including subsequent work with the Equity Advisory Committee to debrief the process and conduct a new Equity Pilot Program regional funding competition, to be conducted in early 2023. Further, PSRC has committed to a board discussion in 2022 of the methodology for equitably distributing FTA formula funds.</p> <p><b>March 31 TPB Action: Recommend staff update the language in the plan to clearly identify this work program as described.</b></p>

Attachment: A - RTP Proposed Amendment Packages (3391 : Regional Transportation Plan Amendment



Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Water Quality</b>				
<b>W-1a</b>	<i>From public comment</i>	p. 146	Partner with transportation agencies to develop a plan avoid or mitigate impacts to salmon and Southern Resident Killer Whales and ensure the transportation sector does not infringe on tribal treaty rights	<p><b>Board direction needed – Staff Proposed Technical Correction</b></p> <p>Staff response: PSRC does not have a role in project-level mitigation nor does the agency currently have expertise in the area of water quality. PSRC is committed to continuing to work with partner agencies such as the Puget Sound Partnership, Environmental Protection Agency, and the Department of Ecology to share best practices and information related to transportation’s impact on water quality, emerging issues, new requirements, etc.</p> <p>Staff proposes to add more information and language to the plan specific to the issues of tribal treaty rights, new contaminants from stormwater, and emphasizing the importance of the treatment of road runoff and stormwater best practices.</p> <p>In addition, projects must comply with requirements related to stormwater discharge under the oversight of resources agencies such as the WA Department of Ecology and the National Marine Fisheries Service.</p> <p><b><i>March 31 TPB Action: No amendment proposed.</i></b></p>
<b>W-1b</b>	<i>From public comment</i>	p. 146	Identify and implement strategies to provide significant and sufficient treatment of stormwater from roads and addressing 6PPD	

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Financial Strategy</b>				
<b>F-1</b>	Rep. Wicks	p. 166; p. 184	<p>Add language to Financial Strategy:                      “Make policy decisions on collection and distribution of user fees, <u>aligning pricing and revenue expenditures with achieving regional climate, equity, and mobility goals</u>”</p>	<p><b>Board direction requested</b></p> <p>Staff response: The RTP Financial Strategy assumes implementation of a Road Usage Charge (RUC) starting in 2030 to begin replacement of the state motor fuel tax. As modeled for the plan, mileage charges are assessed at ten cents per mile in peak periods and five cents in non-peak periods. The Washington State Transportation Commission’s RUC studies assume a flat 2.5 cent per mile charge at all times, generally equivalent to current motor fuel tax rates.</p> <p>These and other pricing mechanisms (state facility / express lane tolls, etc.) do have a demand management impact, reducing vehicle miles traveled and associated emissions. These pricing mechanisms are also part of the region’s 4-Part GHG strategy. The Financial Strategy assumes that a RUC would be designed and administered in a manner that addresses potential inequities for lower-income motorists and those without access to transportation alternatives.</p> <p>The RTP Financial Strategy states the assumption that revenues from a RUC would not be restricted to highways and roadways and would therefore be available for investments in all transportation modes, including transit and bicycle and pedestrian infrastructure and services.</p> <p>Board direction is requested on the additional language proposed.</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Bicycle/Pedestrian</b>				
BP-1	CM Gelder / Rep. Wicks	p. 53	Support updates and analysis of the Active Transportation Plan, in addition to regional capacity projects, to close substantial gaps in the facility network; Include Leafline Trails Network	<p><b>Board direction requested</b></p> <p>Staff response: The current (2018-20240) RTP includes an “Active Transportation Plan” appendix. This is a lengthy document that includes a substantial amount of background and historical information, and over the past several years it was determined that this document has not been well utilized in further planning work. In coordination with PSRC’s Bicycle Pedestrian Advisory Committee, the approach for the draft (2018-2050) RTP was to integrate bicycle and pedestrian infrastructure and needs more fully into the full plan, recognizing its importance and alignment with other elements such as access to transit. The Transportation System Visualization Tool was also developed, with a much more robust data set for existing bicycle and pedestrian facilities, and inclusion of forecast and planned investments. The intent was to update and maintain this visualization tool over time and utilize the BPAC and PSRC’s website as ongoing repositories of these bicycle and pedestrian products. In addition, regarding specific projects, the draft RTP includes an estimate of programmatic bicycle/pedestrian needs in the financial strategy and identifies priorities for connectivity, safety, and access to transit; further, projects meeting the threshold for inclusion on the Regional Capacity Projects list are represented in the plan, but only if they are derived from and included in a local, transit or state planning document.</p> <p>Board direction is requested if this approach should be modified for future updates.</p>

Attachment: A - RTP Proposed Amendment Packages (3391 : Regional Transportation Plan Amendment

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
BP-2	CM Gelder	p. 53; p. 180	Add a “Regional Active Transportation Network” section to Chapter 4 that outlines the value of completing active transportation spines and networks, regional needs, work to date, and PSRC role	<p><b>Board direction requested</b></p> <p>Staff response: Page 180 of Chapter 4 includes “What’s Ahead” steps related to the bicycle and pedestrian element of the plan, including ongoing improvements to connectivity particularly to the transit system; addressing equity; emphasizing safety; and refining performance metrics.</p> <p>Please note an additional amendment related to expanding the implementation steps from the RTP is proposed under BI-6 that may address this proposal in further detail.</p> <p>Board direction is requested on the inclusion of additional elements as noted.</p>
BP-3	CM Gelder	N/A	Prioritize development of qualitative and quantitative active transportation performance measures and objectives to analyze regional access to “all ages and abilities” facilities; address in regional capacity projects	<p><b>Board direction needed</b></p> <p>Staff response: As noted in the preceding section, page 180 of Chapter 4 includes “What’s Ahead” steps related to the bicycle and pedestrian element of the plan, including ongoing improvements to connectivity particularly to the transit system; addressing equity; emphasizing safety; and refining performance metrics.</p> <p>In addition, the analysis of the RTP includes mobility metrics such as walk/bike trips and proximity of households within walk/bike distance of jobs and transit. Design level details are not applicable at the scale of the regional analysis, however every project submitted for inclusion in the RTP must respond to the adopted “RTP Prioritization Measures,” which address nine policy objectives: emissions, freight movement, jobs, multimodal alternatives (i.e., transit and bike/ped), Puget Sound land and water, safety and security, equity and access to opportunity, centers and travel/congestion.</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				<p>Staff proposes to continue coordination with PSRC’s Bicycle / Pedestrian Advisory Committee on working to improve the region’s understanding and implementation of context specific investments and the evaluation of projects at the long-range RTP vs. project selection scale.</p> <p>Board direction is requested on this topic.</p>

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Climate</b>				
<b>C-1a</b>	Pierce County / Tacoma / CM Upthegrove	p. 128	Include reference to the region’s 2030 greenhouse reduction goal as an interim step to achieving the 2050 reduction goal	<p><b>Board direction requested – Proposed Plan amendment and future PSRC work</b></p> <p>Staff response: Each of these comments relate to development of a work program for PSRC to work with partners and develop an interim year analysis and plan, consistent with the Four-Part Greenhouse Gas Strategy, towards achieving not just the 2050 climate goal but the 2030 climate goal.</p>
<b>C-1b</b>	CM Balducci / Pierce County / Tacoma / Rep. Wicks	p. 128; p. 170	Identify actions needed to support achievement of the interim 2030 greenhouse gas reduction goal as a future work program; monitor progress towards achievement of the 2030 and 2050 goals	<p>Staff proposes to add language committing to this future work program that would develop an interim 2030 analysis year, in coordination with the region’s transit agencies and other partners including PSCAA. Please note the timeframe for completion of the 2030 analysis is tbd, since additional information related to land use, transit networks, shorter-term EV trends and other data will need to be obtained and assessed.</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
C-1c	CM Balducci	p. 128; p. 170	Develop Climate Implementation Strategy. Continue to collaborate with PSCAA and other regional and state partners to develop an implementation plan to achieve both 2030 and 2050 greenhouse gas reduction goals.	Also, as a reminder ongoing work is currently underway and reflected in the plan in the Climate and What's Ahead sections related to the Regional Electric Vehicle Collaborative, which is building a clearinghouse and technical assistance to advance the implementation of electric vehicles throughout the region, as well as the Puget Sound Regional Emissions Inventory project, which is updating the region's greenhouse gas emissions inventory and developing climate 'wedges' from all sectors to assess planned and necessary actions to achieve climate goals. This project is expected to conclude in 2022.
C-2	Pierce County / Tacoma	p. 141; p. 124	Increase PSRC capacity to analyze resiliency and environmental justice impacts and to engage affected populations. Consider hiring an environmental/climate justice specialist	<p><b>Board direction requested</b></p> <p>Staff response: The draft RTP includes commitment to the continuation of PSRC's resilience work and ongoing engagement and equity work across our planning programs. This includes the ongoing partnership in the Puget Sound Climate Preparedness Collaborative. Staff proposes to strengthen this language and commitment on the pages referenced to the right.</p> <p>Board direction is requested on this topic related to further priority and emphasis in the work program. At board direction, PSRC would work to identify and incorporate resources in the budget and work program to support this planning work.</p>
C-3	Rep. Wicks	p. 133	Provide regional analysis and assistance to local jurisdictions to ensure local planning and growth targets are consistent with the Regional Growth Strategy	<p><b>Board direction requested - Staff Proposed No Action Needed</b></p> <p>Staff response: PSRC's Growth Management Planning Division actively works with counties and cities in the development of local growth targets and evaluates consistency with the VISION 2050 Regional Growth Strategy. PSRC is in the process of developing guidance for how to address a variety of policy areas in local comprehensive plans.</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				Further, once local growth targets have been adopted consistent with VISION 2050, PSRC will review and update the regional land use dataset and incorporate in future regional analyses.

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Safety</b>				
<b>S-1</b>	Bellevue	p. 108, 182	Adopt a goal of zero fatalities and serious injuries with a Safe Systems Approach	<p><b>Board direction requested</b></p> <p>Staff response: VISION 2050 calls 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.” The draft RTP includes a number of implementation actions and ongoing work to help support this goal and recognizes the Safe Systems Approach.</p> <p>Board direction is requested regarding the adoption of the goal as described.</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
S-2a	CM Balducci / Bellevue / Pierce County / Tacoma	p. 103	Develop a regional safety plan as a future work program item. Include actions, targets, and performance indicators. Seek funding from USDOT.	<p><b>Board direction requested - Proposed Plan amendment and future PSRC work</b></p> <p>Staff response: The Safety section of the plan identifies ongoing and future work related to safety, including ongoing and improved data collection and monitoring; prioritization of safety and equity in project development; continued assessment of PSRC’s project evaluation criteria; development of best practices and resources; and convening of regional partners and stakeholders on meeting safety goals with the lens of a Safe Systems Approach.</p> <p>Staff proposes to update this section of the plan to reflect the specific proposals for PSRC’s future work program that are reflected here.</p> <p>Board direction is requested on this topic related to further priority and emphasis in the work program. At board direction, PSRC would work to identify and incorporate resources in the budget and work program to support this planning work.</p>
S-2b	Bellevue / Rep. Wicks	p. 103	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. Address full spectrum of safety elements and a Safe Systems Approach	
S-2c	Bellevue	p. 103	Publish an annual regional safety progress report	
S-2d	Bellevue	p. 103	Pursue resources for safety projects and programs	



Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: RTP Project Evaluation</b>				
<b>PE-1a</b>	Pierce County / Tacoma	p. 176	Create policy addressing inclusion of adequate bike/walk/transit/roll infrastructure in regional capacity projects; consider an “all ages & abilities” minimum standard	<p><b>Board direction requested – Staff Proposed future work program</b></p> <p>Staff response: These three proposals relate to the evaluation of projects submitted for inclusion on the RTP Regional Capacity Projects list. As a reminder, every project submitted must respond to the adopted “RTP Prioritization Measures,” which address nine policy objectives: emissions, freight movement, jobs, multimodal alternatives (i.e., transit and bike/ped), Puget Sound land and water, safety and security, equity and access to opportunity, centers and travel/congestion.</p>
<b>PE-1b</b>	<i>From public comment</i>	p. 176	Require a Safe Systems Approach be used for all projects	<p>It is important to note that the RTP addresses the full transportation system, and recognizes the integrated nature of each component of the system – transit, bicycle/pedestrian, freight, streets and highways, TDM, etc. No one element or project is expected to accommodate all users, and the RTP and transportation system as a whole is focused on addressing the combined needs of all users of the system. Individual investments are proposed to address specific needs within the context of specific locations.</p>
<b>PE-1c</b>	<i>From public comment</i>	p. 176	Commit to a plan to revisit the RTP Prioritization Framework	<p>Staff proposes to work with the board on updating and refining the RTP Prioritization Measures prior to the next plan update, addressing the evaluation of future projects for inclusion into the RTP.</p> <p>Board direction is requested on this topic.</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
<b>Topic: Project Selection</b>				
PS-1	CM Balducci	p. 177	Develop a plan to sequence the RTP and federal funding processes; address alignment so the RTP guides upcoming funding cycles	<p><b>Board direction requested</b></p> <p>Staff response: To date, the RTP has not been directive to the PSRC project selection process; the funding process has been directly guided by the adopted VISION plan, and Policy Frameworks are developed prior to each cycle per recommendation from a Project Selection Task Force.</p> <p>The RTP is updated on a 4-year cycle, and PSRC’s project selection processes are updated every 2 years. To align the timing as described and have the RTP guide the subsequent funding cycles, two options could be considered.</p> <p>For context, the 2022 project selection process was launched in January 2022, with preparation of the Policy Framework conducted between April and December 2021. The development of the RTP began by the board in January 2020, with adoption scheduled in May 2022.</p> <p>Option 1 – advance the schedule for the next RTP update so that adoption is well in advance of the Policy Framework and Project Selection Task Force work. This would suggest that the 2026-2050 RTP would need to be adopted by June 2025, a full year earlier than normal. To do so would have the next update begin in 2023, only one year after adoption of the 2022 plan. Staff believes this schedule would hamper the implementation activities of the RTP that are expected to begin after plan adoption in May 2022.</p> <p>Option 2 – advance the schedule for the next RTP update so that adoption is scheduled for December 2025, six months earlier than normal. In order for the RTP to guide the funding process, this means</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				<p>that decisions on the Policy Framework would need to become part of the overall RTP development process. Staff presumes this work would then influence both the 2026 and 2028 funding cycles. The subsequent RTP adoption would be in 2029/2030.</p> <p>Board direction is requested on this topic.</p>
PS-2	Rep. Wicks	p. 61; pp. 150-152	Require all bikeways funded through PSRC to be designed for all ages and abilities; establish corresponding design standards	<p><b>Board direction requested</b></p> <p>Staff response: Project evaluation criteria are established for each project selection process that includes elements related to the safety and comfort of bicycle and pedestrian facilities, recognizing the unique context-specific needs and attributes of each project location. In addition, there are specific state and federal standards that projects must adhere to regarding specific design elements and setting design standards is outside of PSRC’s expertise and authority.</p> <p>PSRC’s Bicycle / Pedestrian Advisory Committee (BPAC) has provided guidance to the regional and countywide project evaluation committees in prior funding cycles to help guide the scoring and recommendation of bicycle and pedestrian projects. Staff proposes that the ongoing education and assessment of “all ages and abilities” as it relates to project evaluation would continue under the auspices of BPAC and the countywide forums responsible for recommending project funding.</p> <p>Board direction is requested on this topic.</p>
PS-3	Rep. Wicks	See note	Encourage local jurisdictions to package complete networks of bicycle, pedestrian,	<p><b>Board direction requested – Staff Proposed No Action Needed</b></p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
			and ADA infrastructure into single project applications when seeking STP and CMAQ funding	<p>Staff response: This proposal is outside of the RTP and addresses the strategic decisions made by sponsors on what projects are submitted into PSRC’s competitions. Staff cannot guarantee that packaging as described would result in high scoring and recommended projects, as each project is evaluated based on the specific grant application against the adopted criteria.</p> <p>Board direction is requested on this topic.</p>
<b>PS-4</b>	Rep. Wicks	p. 177	Set aspirational goal that each funding round will reduce GHG emissions in line with 2030 and 2050 targets	<p><b>Board direction requested</b></p> <p>Staff response: Every project submitted into PSRC’s project selection process is evaluated for potential emission reductions. However, staff believes the evaluation of emissions in line with the overall regional climate goals is more relevant and appropriate at the full system scale. Projects are submitted by sponsors into PSRC’s funding competitions every two years based on specific local timing decisions and other needs, and every project must be derived from and consistent with adopted comprehensive plans. Further, there is a wide diversity of individual projects submitted at any given time, addressing various modes, needs and locations. The interaction of the full transportation system, reflective of all modes, networks, land use and other attributes and factors is a more realistic and feasible assessment of GHG emissions.</p> <p>Board direction is requested on this topic.</p>
<b>PS-5</b>	Rep. Wicks	p. 177	Require all highway capacity project applications to estimate GHG emissions	<p><b>Board direction requested – Staff Proposed No Action Needed</b></p> <p>Staff response: Every project submitted into PSRC’s project selection process is evaluated for emission reductions, using PSRC’s project-level emissions estimation tool. This tool is provided as a resource as part of the published Call</p>

Attachment: A - RTP Proposed Amendment Packages (3391 : Regional Transportation Plan Amendment

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				for Projects, and PSRC staff performs the evaluation of every project for this criterion.
<b>PS-6</b>	Rep. Wicks	p. 177	In alignment with the Regional Growth Strategy, prioritize walking, bicycling, and ADA infrastructure within designated regional growth centers, and in proximity to HCT stations	<b>Board direction requested – Staff Proposed No Action Needed</b>  Staff response: The policy focus of PSRC’s funding is directed in VISION 2050 to be support for centers, with the distinction of regionally designated centers for regional funds and countywide and local centers for countywide funds. In addition, the project evaluation criteria incorporate provision of walk and bike access to transit, as well as equity considerations for a variety of community groups.
<b>PS-7</b>	Rep. Wicks	p. 177	Require higher level of scrutiny for highway capacity projects in areas with higher proportions of historically marginalized communities	<b>Board direction requested – Staff Proposed No Action Needed</b>  Staff response: The 2022 Policy Framework significantly strengthened the criteria related to equity that is applied to all projects competing for PSRC’s federal funds.
<b>PS-8</b>	Rep. Wicks	p. 177	Require all projects funded by STP and CMAQ dollars to utilize “practical design” and “Safe Systems Approach,” following best safety practices	<b>Board direction requested – Staff Proposed No Action Needed</b>  Staff response: The 2022 Policy Framework significantly strengthened the criteria related to safety, including providing resources related to FHWA’s Safe Systems Approach, that is applied to all projects competing for PSRC’s federal funds.

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
PS-9	Rep. Wicks	p. 177	Make low-scoring projects ineligible for funding until resubmitted/reevaluated	<p><b>Board direction requested</b></p> <p>Staff response: In every funding cycle, prioritized lists of contingency projects by forum are adopted should additional funds become available prior to the next project selection process. In addition, given the annual delivery target requirements for PSRC’s FHWA funds, these contingency lists are used to fund immediately ready-to-go projects when necessary to ensure the region is not at risk from losing federal funds.</p> <p>Board direction is requested to address this proposed policy decision regarding contingency list policies and funding.</p>
PS-10	Rep. Wicks	p. 177	Create a regional project list for smaller walk, bicycle, ADA, and transit projects that are eligible for PSRC funding and are not subject to the Regional Capacity Projects requirements	<p><b>Board direction requested – Staff Proposed No Action Needed</b></p> <p>Staff response: Projects are not required to be on the Regional Capacity Projects list in order to be eligible to compete for PSRC’s federal funds. The majority of the investments in the RTP are included programmatically in the plan’s financial strategy and are eligible to compete for funding as long as they are consistent with local comprehensive or other plans. In fact, the majority of PSRC funds are awarded to those investments that fall below the threshold of requiring to be on the RTP Regional Capacity Projects list (refer to page 12 of the 2021-2024 Regional TIP documentation, <a href="https://www.psrc.org/sites/default/files/tip2020-overviewof2021-2024regionaltip.pdf">https://www.psrc.org/sites/default/files/tip2020-overviewof2021-2024regionaltip.pdf</a>).</p> <p>In addition, there are multiple funding processes in which these types of investments may compete, e.g., the recent Transportation Alternatives Program, the Rural Town Centers and Corridors Program, the WSDOT Coordinated Grant Program, etc. Also as a reminder, the countywide</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				forums conduct their processes for PSRC funding based on supporting countywide and local centers.
<b>PS-11</b>	<i>From public comment</i>	p. 177	Require 75% of PSRC funding each project selection round be targeted for bike/walk/transit/roll investments in transit sheds and growth centers, consistent with VISION 2050 RGS 65%/75% goal	<p><b>Board direction requested</b></p> <p>Staff response: Noted earlier is the policy focus and project evaluation criteria that address active transportation and transit supporting regional and local centers.</p> <p>Board direction is requested on this funding priority topic.</p>
<b>PS-12</b>	<i>From public comment</i>	p. 177	Adopt a policy prioritizing investments in transit and sidewalk connectivity in areas with high concentrations of people with specialized transportation needs	<p><b>Board direction requested</b></p> <p>Staff response: Noted earlier is the policy focus and project evaluation criteria that address active transportation and transit supporting regional and local centers.</p> <p>Board direction is requested on this funding priority topic.</p>
<b>PS-13</b>	<i>From public comment</i>	p. 177	Require all PSRC funded projects to have VMT reduction plan	<p><b>Board direction requested</b></p> <p>Staff response: As noted in the response to PS-4, there is a wide diversity of individual projects submitted into the funding competitions each cycle, addressing various modes, needs and locations. Projects are submitted by sponsors into PSRC’s funding competitions every two years based on specific local timing decisions and other needs, and every project must be derived from and consistent with adopted comprehensive plans. Not every project will address or have an impact on VMT reduction, and other factors such as land</p>

Proposed RTP Amendments – April 14, 2022 TPB

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
				<p>use and other area programs such as TDM may contribute to VMT reduction within a given area. As noted earlier, the interaction of the full transportation system, reflective of all modes, networks, land use and other attributes and factors provides a more robust and realistic assessment of VMT and emissions.</p> <p>Board direction is requested on this topic.</p>

Attachment: A - RTP Proposed Amendment Packages (3391 : Regional Transportation Plan Amendment





## Puget Sound Regional Council

### **ACTION ITEM**

April 7, 2022

**To:** Transportation Policy Board  
**From:** Kelly McGourty, Director, Transportation Planning  
**Subject:** **Regional Transportation Plan Final Recommendation**

### **IN BRIEF**

The Transportation Policy Board has been briefed over the last two years on the development of the draft Regional Transportation Plan, including significant stakeholder and public outreach and engagement. At the April 14, 2022 meeting, the board will be asked to recommend approval of the draft plan.

### **ACTION**

The Transportation Policy Board should recommend approval of the draft Regional Transportation Plan to the Executive Board.

### **DISCUSSION**

The Transportation Policy Board has been engaged in the development of the Regional Transportation Plan (RTP) since early 2020. Work conducted over the last two years has included extensive data collection efforts and the development of a transportation system visualization tool, as well as in-depth discussions on six key policy focus areas: safety, equity, access to transit, climate, local needs and future visioning of the system. The board has been briefed on the significant public outreach process which has informed the plan, as well as the work to refine the plan's financial strategy and update revenues and expenditures out to 2050. The board has also been briefed on the analysis results of the plan against key performance measures.

As a reminder, the RTP - required to be updated every four years – responds to the priorities and growth strategy identified in VISION 2050. The plan describes how the region will address existing needs and expected growth and improve all aspects of the

system for the safe and efficient movement of people and goods. The RTP implements the policies and goals identified in VISION 2050, and given the timeframe there is a unique opportunity to provide robust data and guidance to assist and inform the local planning to be undertaken by cities and counties as they develop their comprehensive plans by 2024.

The draft plan document and all comments received are available on PSRC's website at <https://www.psrc.org/our-work/rtp>. Since March the board has been reviewing public comments and board member proposed amendments to the plan, with the goal of strengthening the plan language, recommendations and future work both for PSRC and its member jurisdictions.

At the April 14 meeting, once all amendments are addressed, the board will be asked to recommend approval of the plan to the Executive Board. Final approval by the General Assembly is scheduled for May 26, 2022.

An addendum to the VISION 2050 Final Supplemental Environmental Impact Statement (SEIS) was prepared to support this action. The analysis shows that the minor changes in the RTP transportation network made since VISION 2050 was adopted are likely to reduce adverse environmental impacts and be within the levels described in the SEIS. No new significant adverse environmental impacts are anticipated from the updated RTP.

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

# SAVE THE DATE

Puget Sound Regional Council  
2022 Annual General Assembly



**May 26, 2022 | 10:00 AM – 1:00 PM**

**Location and/or remote participation TBD**

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

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

Registration will open in **early April**.

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



Puget Sound Regional Council



## Puget Sound Regional Council

### INFORMATION ITEM

April 7, 2022

**To:** Transportation Policy Board  
**From:** Erika Harris, AICP, SEPA Responsible Official  
**Subject:** **Regional Transportation Plan SEPA Addendum**

As part of the development of the Regional Transportation Plan, PSRC determined that any anticipated environmental impacts from the plan would be within the range of impacts described in the VISION 2050 Final Supplemental Environmental Impact Statement (SEIS) published in 2020. As such, PSRC is issuing an Addendum to the SEIS in accordance with the State Environmental Policy Act.

The addendum can be viewed online at <https://www.psrc.org/our-work/rtp> and all interested parties will be notified.

Copies of the addendum are also available by contacting the PSRC Information Center at [info@psrc.org](mailto:info@psrc.org) or 206-464-7532.

Information on the appeal process is also available online at <https://www.psrc.org/sites/default/files/sepa-procedures.pdf>.

For more information, please contact Erika Harris, SEPA Responsible Official, at [eharris@psrc.org](mailto:eharris@psrc.org) or 206-464-6360.