

2022–2050

REGIONAL TRANSPORTATION PLAN

Amendment Review and Action

Transportation Policy Board
March 31, 2022



Puget Sound Regional Council

Today's Actions

- Overview of supplemental materials
 - Public comments elevated for board review and board member proposed amendments
 - Staff response, information and proposals, where applicable
- Board review of **Group 1**, Technical Corrections – *action requested*
- Board review of individual amendment packages (**Group 2**) and staff response / proposals by topic – *actions requested*
 - *Board action will direct staff to make subsequent document changes*
- Continued in April, with final plan recommendation



Group 1 – Technical Corrections

Technical Corrections from public comment, provided at March 10 meeting; *plus:*

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
Topic: Bicycle/Pedestrian				
BP-1	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>Technical Correction</p> <p>Staff response: The importance of bike/ped connectivity to transit is addressed in many areas of the plan, but <u>in particular on page 27</u> 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>
BP-2	Bellevue	p. 61	Provide information about how region's safety goals relate to the bicycle/pedestrian section	<p>Technical Correction</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>



Group 1 – Technical Corrections

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
Topic: Big Ideas / Technology				
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	<p>Technical Correction</p> <p>Staff response: The draft plan discusses the need for preservation and maintenance, including specific needs for the region’s bridges and <u>in particular</u> 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.</p>
BI-2	Bellevue	p. 100	Provide additional context to the emergence of autonomous vehicles in the region	<p>Technical Correction</p> <p>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 (https://avworkgroupwa.org/).</p>
BI-3	Bellevue	p. 101	Highlight the opportunity to leverage new data source options	<p>Technical Correction</p> <p>Staff response: In the “Future Conditions” section of p.101, staff proposes to emphasize the availability, <u>trends</u> and potential benefits of new and better-integrated data sources to <u>cost-effectively</u> operate and manage the region’s transportation system.</p>



Group 1 – Technical Corrections

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
BI-4	Bellevue	p. 185	Develop a framework for updating the Transportation System Visualization Tool	<p>Technical Correction</p> <p>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.</p>

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
Topic: Equity				
E-1	Pierce County / Tacoma	p. 124; App. F	Include displacement of people of color and people with low-income in regional equity analyses, including potential mitigation measures	<p>Technical Correction</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 1 – Technical Corrections

Potential board action: recommend staff move forward to implement the suite of Technical Corrections for inclusion in the final draft plan



Group 2 – Proposed Amendments: PA-1a-d

Amendment ID	Sponsor	RTP Page	Proposed Amendment
Topic: Project Amendments			
PA-1a	Kitsap Transit	App. D	Correction to the alignment of Routes 8, 217 and 390.
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.



Group 2 – Proposed Amendments: PA-1a-d

Amendment ID	Sponsor	RTP Page	Proposed Amendment
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"> • I-5 to 29th: shared use path on east side of road with possible changes to vehicular lane capacity • 29th to 72nd: Convert two through lanes (one in each direction) to protected bike lanes <p>Orchard St/Lakewood Dr: S 56th St to S 74th St</p> <ul style="list-style-type: none"> • Remove center turn lane; use width for a widened shared use path on one side of the street <p>S 74th/72nd St: S Cedar St to Waller Rd</p> <ul style="list-style-type: none"> • Convert two through lanes (one in each direction) to protected bike lanes <p>South Tacoma Way from Pine Street to South 47th St</p> <ul style="list-style-type: none"> • Convert the eastbound through lane to protected bicycle lanes or a shared use path



Group 2 – Proposed Amendments: PA-1a-d

Amendment ID	Sponsor	RTP Page	Proposed Amendment
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 <u>general purpose</u> lanes in both directions between Mounts Rd and DuPont-Steilacoom Rd...” to “construct additional HOV lanes in both directions...”</p>



Group 2 – Proposed Amendments: PA-1a-d

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.

Potential board action: proceed with revisions **PA-1a-d** and update analysis data for SEPA publishing.



Group 2 – Proposed Amendments: BI-1

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
Topic: Big Ideas / Technology				
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>Board direction requested – Staff proposed Technical Correction</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 <u>particular investments</u> 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>

Potential board action: direct staff to proceed with proposed technical correction



Group 2 – Proposed Amendments: BI-2

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
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>Board direction requested - Staff proposed Technical Correction and future PSRC Work</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 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>

Potential board action: direct staff to proceed with technical correction as described, and identify future PSRC work program



Group 2 – Proposed Amendments: CMP-1

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
Topic: Coordinated Mobility Plan / ADA Transition Plans				
CMP-1	Rep. Wicks	p. 33; App. B	<p>Add following to Coordinated Mobility Plan as high priority strategies:</p> <ul style="list-style-type: none"> • Prioritize land use and transportation plans and funding to create ability-friendly & age-friendly communities • Convene stakeholders to set a baseline service level goal for providing transit and door-to-door services within the rural context 	<p>Board direction requested</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 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>

Potential board action on amendment as proposed



Group 2 – Proposed Amendments: CMP-2

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
CMP-2	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>Board direction requested</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 <u>current status</u> of active transportation plans, policies and ordinances. This can be a regularly maintained data set for each <u>future plan</u> update.</p> <p>At this point in time PSRC does not have a role related to the tracking, <u>development</u> 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> <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>
CMP-2a	Pierce County / Tacoma / Rep. Wicks	p. 33	Support development and analysis of ADA transition plans & hire a regional ADA plan coordinator	
CMP-2b	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	

Potential board action on proposed amendment directing future PSRC work on ADA Transition Plans as described



Group 2 – Proposed Amendments: E-1

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
Topic: Equity				
E-1	Pierce County / Tacoma	p. 123; App. F	Develop a methodology for project level displacement risk analysis	<p>Board direction requested – Staff Proposed Technical Correction</p> <p>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.</p> <p>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.</p> <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>

Potential board action: direct staff to proceed with proposed technical correction



Group 2 – Proposed Amendments: E-2

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
E-2	Pierce County / Tacoma	p. 127; p.185	Identify Equity Advisory Committee role in development of future Project Selection frameworks	<p>Board direction requested - Staff Proposed No Action Needed</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>

Staff proposed no action needed;
 Potential board action on amendment as proposed



Group 2 – Proposed Amendments: E-3

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 <u>communities</u> and geography)	<p>Board direction requested - Staff Proposed No Action Needed</p> <p>Staff response: PSRC completes an Equity Analysis as part of each Transportation Improvement Program (https://www.psrc.org/sites/default/files/tip2020-appendixf-equityanalysis.pdf). 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>

**Staff proposed no action needed;
Potential board action on amendment as proposed**



Group 2 – Proposed Amendments: F-1

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
Topic: Financial Strategy				
F-1	Rep. Wicks	p. 166; p. 184	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>Board direction requested</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 <u>assume a flat 2.5 cent per mile charge at all times</u>, 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>

Potential board action on amendment as proposed



Group 2 – Proposed Amendments: W-1a-b

Amendment ID	Sponsor	RTP Page	Proposed Amendment	PSRC Staff Assessment
Topic: Water Quality				
W-1a	<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>Board direction needed – Staff Proposed Technical Correction</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>
W-1b	<i>From public comment</i>	p. 146	Identify and implement strategies to provide significant and sufficient treatment of stormwater from roads and addressing 6PPD	

Forwarded from public comment; no current amendment proposed, staff proposed technical correction



April 14 Meeting

- Board review of remaining amendment packages (**Group 2**) and staff response / proposals by topic – *actions requested*
 - Bicycle / Pedestrian
 - Climate
 - Safety
 - RTP Project Evaluation
 - Project Selection
- Recommendation on final RTP to Executive Board



Thank you.

