



Puget Sound Regional Council

Transportation Policy Board

Thursday, October 13, 2022 • 9:30 AM – 11:30 AM

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

Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 878 6268 1077, Passcode: 840998

Provide public comment

- **In-person**
Public comment may be made in person at PSRC's office. You will have 2 minutes to speak.
- **Comment during the meeting by Zoom or phone:** [Register here](#)
You will have 2 minutes to address the board. 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.
- **Written comments**
Comments may be submitted via email to cmoreau@psrc.org by 8:00 am the day of the meeting. Comments will be shared with board members. Comments received after the deadline will be provided to board members after the meeting.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#).

1. **Call to Order (9:30) - Mayor Dana Ralph, Chair**
2. **Communications and Public Comment**
3. **Report of the Chair**
4. **Director's Report**
5. **Consent Agenda (9:45)**
 - a. Approve Minutes of Transportation Policy Board Meeting held July 14, 2022
 - b. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
6. **Action Item (9:50)**
 - a. Adoption of the 2023-2026 Regional Transportation Improvement Program -- *Jennifer Barnes & Doug Cox, PSRC*
7. **Discussion Item (10:05)**
 - a. Legislative Agenda Briefing -- *Robin Koskey, PSRC*
8. **Discussion Item (10:35)**
 - a. Performance Dashboard Outline -- *Craig Helmann, PSRC*
9. **Discussion Item (11:05)**

- a. Climate Change Work Program -- *Kelly McGourty, PSRC*

10. Information Items

- a. Transit-Oriented Development Event - Friday, October 21 - Registration Open
- b. Save the Date - Wednesday, November 30, 10-11:30 AM, Joint Board Session on Institutional and Structural Racism

11. Next Meeting: November 10, 2022, 9:30 - 11:30 AM

Major Topics for :

- Transit Integration Report

12. Adjourn (11:30)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Casey Moreau, e-mail cmoreau@psrc.org; 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/language-assistance>.



Puget Sound Regional Council

MINUTES OF THE TRANSPORTATION POLICY BOARD

September 8, 2022

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

CALL TO ORDER

The meeting was called to order at 9:31 a.m. by Councilmember Ryan Mello, Vice Chair. Vice Chair Mello announced that today's Transportation Policy Board meeting would be hybrid, allowing for remote and in-person attendance. The meeting will be live streamed, and a call-in number provided for members of the public to listen.

Vice Chair Mello shared TPB membership updates:

- Christine Cooley, Puget Sound Clean Air Agency, new member
- Hester Serebrin will no longer serve as Commissioner for Washington State Transportation Commission but will serve as the member for Transportation Choices Coalition.
- Councilmember Olgy Diaz, City of Tacoma, new alternate

A quorum was established by roll call.

COMMUNICATIONS AND PUBLIC COMMENT

The board heard public comment from the following individuals:

- Joe Kunzler
- Claire Martini
- Larry Leveen, ForeverGreen Trails
- Alex Tsimerman, SUA

REPORT OF THE CHAIR

Vice Chair Mello announced that this is a rotation year for several non-voting members representing Business & Labor and Community & Environment. A total of 8 seats will be expiring on the Transportation and Growth Management Policy Boards. These seats have 3-year terms with staggered rotation. Vice Chair Mello reviewed the four seats on

TPB with terms expiring at the end of the year:

- Laborers Local Union 242
- WA Roundtable
- Seattle Metropolitan Chamber of Commerce
- League of Women Voters of WA

An announcement on how to apply will be sent out this month inviting organizations to nominate individuals for the rotating seats. The current members have already been notified and their organizations are welcome to reapply.

Vice Chair Mello also asked members to save the date for an upcoming joint board session on institutional and structural racism to be held on Wednesday, November 30 from 10:00 AM – 11:30 AM. Information was included in the agenda packet.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, shared that PSRC has launched a new website. The site has been designed with accessibility in mind. Users may provide feedback on the site via a form hosted on the main page.

Ms. McGourty also shared that PSRC has launched a new data portal to allow users access and interaction with PSRC data. The portal is available on PSRC's website.

On October 21, PSRC will host a Transit-Oriented Development event from 9:00 AM - 3:30 PM. The event will feature a zoom webinar as well as walking tours. Registration information has been shared with the board.

Ms. McGourty shared that today's agenda has a proposed action on the release of the draft Transportation Improvement Program (TIP) for public comment. The board was briefed at its July meeting and will receive further information during today's meeting.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held July 14, 2022
- b. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)

ACTION: The motion was made by Deputy Mayor Jay Arnold and seconded by Mayor Rob Putaansuu to adopt the Consent Agenda. The motion passed unanimously.

RELEASE DRAFT 2023-2026 REGIONAL TIP FOR PUBLIC COMMENT

Jennifer Barnes, PSRC, briefed the board on the planning and programming framework for the Regional TIP which is a four-year snapshot of currently funded transportation projects, noting that \$5.4 billion is programmed. The TIP includes a project list with details on the description, scope, location, total cost and amounts and sources of current funding for each project. The TIP is a four-year document that is updated every 2 years in the PSRC region and is amended monthly.

Doug Cox, PSRC, provided details of the projects in the TIP by type, overall outcomes, and safety features. Ms. Barnes provided information on the detailed equity analysis included in Appendix F of the draft TIP. Ms. Barnes also provided information on all the components of the TIP and where information was available on PSRC's website. The Draft 2023-2026 Regional TIP will be released for public comment September 8 with Executive Board approval scheduled for October 27. In January 2023 the adopted TIP is anticipated to receive state and federal approvals.

ACTION: The motion was made by Mayor Becky Erickson and seconded by Mayor Putaansuu that the Transportation Policy Board should authorize the release and distribution of the Draft 2023-2026 Regional Transportation Improvement Program (TIP) for public review and comment from September 8 through October 27, 2022. The motion passed.

PSRC TRANSPORTATION WORK PROGRAM

Vice Chair Mello reminded the board that a steering committee was created to help guide the implementation of the Regional Transportation Plan. The steering committee is made up of PSRC's Executive Committee, which is made up of representatives of all PSRC policy boards. The steering committee has been meeting to go over the details of the RTP implementation timeline.

Ms. McGourty directed board members to agenda packet materials, including PSRC's Transportation Work Program in a Gantt chart, a document outlining specific RTP action items and next steps, and an excerpt of the RTP by action item.

Ben Bakkenta, PSRC, oriented PSRC board members to the Transportation Work Program Gantt chart covering the next two years through the end of fiscal year 2025. He reviewed new work identified in the RTP and noted specific deadlines from the plan, in particular as they relate to the 2024 funding cycle. Ms. McGourty reviewed the summary document and asked if the document accurately captured feedback previously received from the board.

The board discussed the schedule for developing the Regional Safety Plan and the importance of this work. The board also discussed the performance dashboard and the continuing work of data collection and analysis, and in general noted the amount of work and available resources.

Vice Chair Mello shared that an information item regarding the TPB FTA Funding Workgroup had been included in the packet. The workgroup held its first meeting on September 7 with an outside facilitator.

ADJOURN

The meeting adjourned at 11:22 AM.

TPB MEMBERS & ALTERNATES PRESENT

See attached attendance roster.

GUESTS and PSRC STAFF ATTENDING

(As determined by staff)

Ben Bakkenta, PSRC
Josh Brown, PSRC
Gil Cerise, PSRC
Carolyn Downs, PSRC
Craig Helmann, PSRC
Kathryn Johnson, PSRC
Piset Khuon, PSRC
Kelly McGourty, PSRC
Casey Moreau, PSRC

Attachments:

TPB September 8, 2022 Attendance Roster

Transportation Policy Board - September 8, 2022			
Voting Members		✓	Non-voting Members
King County	2	CM Girmay Zahilay	Associate Members
		CM Dave Upthegrove	Island County
		Vacant Alt	1 COMM Melanie Bacon
		Vacant Alt	1 COMM Jill Johnson Alt
Seattle	2	CM Dan Strauss	Thurston Regional Planning Council
		CM Alex Pedersen	1 CM Dani Madrone, Olympia
		CP Debora Juarez Alt	1 COMM Carolina Mejia, Thurston Co Alt
Bellevue	1	CM Jennifer Robertson	Public Agency Members
		CM Janice Zahn Alt	Puget Sound Clean Air Agency
Cities/Towns	3	CM Kate Kruller, Tukwila	1 Christine Cooley
		MYR Dana Ralph, Kent, Chair	1 Kathy Strange Alt
		MYR Mary Lou Pauly, Issaquah	1 Dan Gatchet
		CM Peter Kwon, SeaTac Alt	1 Brian Ziegler Alt
		CM Wendy Weiker Mercer Isl Alt	1 Vacant
		DEP MYR Jay Arnold, Kirkland Alt	1 CM Sam Low, Snohomish Co. Alt
Local Transit	1	CM Rod Dembowski	PSRC Committees
		Vacant Alt	Regional Staff Cmte.
Kitsap County	1	COM Robert Gelder	1 Jesse Hamashima, Pierce Co.
		COM Charlotte Garrido Alt	1 Chip Vincent, Renton Alt
Bremerton	1	MYR Greg Wheeler	1 Doug McCormick, Snohomish Co.
		CP Michael Goodnow Alt	1 Russ Blount, Fife Alt
Cities/Towns	1	MYR Rob Putaansuu, Port Orchard	1 Peter Heffernan, King County
		CM Leslie Schneider, Bainbridge Isl Alt	1 Lindsey Sehmel Alt, Pierce Transit
Local Transit	1	MYR Becky Erickson, Poulsbo	Private/Civic Members-Business/Labor
		CM John Clauson, Port Orchard Alt	Laborers Local Union 242
Pierce County	1	CM Ryan Mello, Vice Chair	1 Billy Hetherington
		CM Dave Morell Alt	1 Dale Bright Alt
Tacoma	1	CM Kristina Walker	1 Neil Strege
		CM Olgy Diaz Alt	1 Vacant Alt
Cities & Towns	1	CM Bryan Yambe, Fife	1 Rob Berman, HDR Engineering
		MYR Josh Penner, Orting Alt	1 Amy Grotefendt, Enviroissues Alt
Local Transit	1	CM Marty Campbell, Pierce County	1 Jessie Gamble
		DEP MYR John Palmer, Puyallup Alt	1 Jeremiah Lafranca Alt
Snohomish County	1	CM Jared Mead	Private/Civic Members-Community/Environment
		CM Sam Low Alt	Seattle Aging & Disability Services exp. 12/31/23
Everett	1	CM Ben Zarlingo	1 Dinah Stephens
		MYR Cassie Franklin Alt	1 Vacant Alt
Cities/Towns	1	CM Jan Schuette, Arlington	1 Cynthia Stewart
		CM Jeffrey Beeler, Sultan Alt 1	1 Darrell Rodgers
		CM Michael Stevens, Marysville Alt 2	1 Shawn Frederick, SNOHD Alt
Local Transit	1	CM Kim Daughtry, Lake Stevens	1 Hester Serebrin
		CM Jan Schuette, Arlington Alt	1 Alex Hudson Alt
Regional Transit	1	MYR Kim Roscoe, Fife	16 Non-voting members present
		Vacant Alt	87 Districts within PSRC's boundary
Federally Recognized Tribes			
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	
Statutory Members			
Ports	1	COM Toshiko Hasegawa, Seattle	
		COM Cary Bozeman, Bremerton Alt	
WA Trans. Commission	1	COM Jerry Litt	
		Vacant Alt	
WSDOT	1	SEC Roger Millar	
		ASST SEC Julie Meredith Alt 1	
		Brian Nielsen Alt 2	
		Steve Roark Alt 3	
		Robin Mayhew Alt 4	
Legislative Transportation Cmte. (Not Counted for Quorum)			
House Transportation Cmte.	2	REP Emily Wicks, D	Abbreviations
		REP Jake Fey, D Alt	CHRMN Chairman
		REP Dan Griffey, R	CM Councilmember
		REP Andrew Barkis, R Alt	CP Council President
Senate Transportation Cmte.	2	Vacant, D	COM Commissioner
		SEN Mark Mullet, D Alt	MYR Mayor
		Vacant, R	DEP MYR Mayor
		Vacant, R Alt	SEC Secretary
Voting	32	(Quorum = 14) Quorum Total	ASST SEC Assistant Secretary
		Total Voting members present	REP Representative
			SEN Senator

Attachment: TPB September 8, 2022 Attendance Roster (3543 : Approve Minutes of Transportation Policy Board Meeting held Sep 2022)



Puget Sound Regional Council

CONSENT AGENDA

October 6, 2022

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

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

IN BRIEF

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

RECOMMENDED ACTION

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

DISCUSSION

Under the Infrastructure Investment and Jobs Act (IIJA), 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

This month's amendment includes one project tracking action. The City of Bainbridge Island is adding to the scope of the Madison Avenue Sidewalks project, to include resurfacing of the adjacent roadway segment and painting bike lanes, with termini that extend to the north and the south of the extents of the sidewalk improvements. With this change the title will be updated to "Madison Avenue Nonmotorized Improvements (SR 305 to Winslow Wy)". The project is modifying the preliminary engineering/design and construction phases and adding a right-of-way phase to accommodate the additional scope elements, all programmed with local funds.

Federal Fund Source Descriptions

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

ATCMTD	The Advanced Transportation and Congestion Management Technologies Deployment Program.
BR	The Local Bridge Program provides funding for eligible bridges on public roads.
NHFP	Provides funding to improve the efficient movement of freight on US highways that are part of the National Highway Freight Network (NHFN).
NHPP	Provides support for the condition and performance of the National Highway System (NHS)
CWA	State Connecting Washington Account.
CSRF	State Coronavirus State Fiscal Recovery Fund for all federal moneys from the American Rescue Plan.
MVA	State funds from the Motor Vehicle Account

For more information, please contact Jennifer Barnes at 206-389-2876 or jbarnes@psrc.org.

Attachments:
Exhibit A

Month: October

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. Bainbridge Island	Madison Avenue Nonmotorized Improvements (SR 305 to Winslow Wy) Existing project expanding scope to include roadway resurfacing and bike lanes, modifying preliminary engineering and construction phases and adding a right-of-way phase.	\$5,355,390 Local	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,355,390 Total				
2. Bellevue	NE 12th Street Bridge New project programming preliminary engineering, right-of-way, and construction phases conducting seismic retrofit of two bridges on NE 12th Street.	\$4,395,000 Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,395,000 Total				
3. Northwest Seaport Alliance	Terminal 5 Truck Gate Complex New project programming a construction phase constructing new inbound truck gate infrastructure at Port of Seattle Terminal 5.	\$1,750,000 Federal NHFP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$13,840,500 Local				
		\$15,590,500 Total				
4. Seattle	S. Spokane Street Viaduct New project programming preliminary engineering and construction phases to repair the S Spokane Street Viaduct bridge deck and place a new deck overlay.	\$5,000,000 Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$6,750,000 Local				
		\$11,750,000 Total				
5. WSDOT Northwest Region	I-5/SR 18 Bridges - Deck Rehabilitation and Joints Existing project modifying an existing preliminary engineering phase and programming a new construction phase replacing the bridge deck and expansion joints on the I-5 bridges over SR 18. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$4,973,649 MVA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,973,649 Total				
6. WSDOT Northwest Region	SR 99/Northbound Duwamish River Bridge - Grid Deck Replacement New project programming a preliminary engineering phase replacing grid deck panels on the SR 99 Northbound Duwamish River Bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$814,827 Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$80,588 MVA				
		\$895,415 Total				

Attachment: Exhibit A (3538 : 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	UPWP Other	Amend	
7. WSDOT Northwest Region	SR 167/Mill Creek - Fish Passage New project programming preliminary engineering, right-of-way, and construction phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$280,397	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,625,371	CSRF				
		\$310,001	MVA				
		\$6,215,769	Total				
8. WSDOT Northwest Region	SR 900/Tibbetts Creek to Lake Sammamish- Fish Passage New project programming preliminary engineering, right-of-way, and construction phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$68,600	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,107,484	CSRF				
		\$84,229	MVA				
		\$1,260,313	Total				
9. WSDOT Northwest Region	SR 169/Rock Creek, Ginder Creek & Unnamed Tributaries - Fish Passage New project programming preliminary engineering, right-of-way, and construction phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$343,000	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$6,685,102	CSRF				
		\$673,440	MVA				
		\$7,701,542	Total				
10. WSDOT Northwest Region	I-90/West Village Park & Schneider Creeks - Fish Passage New project programming preliminary engineering and right-of-way phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$130,410	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,264,594	CSRF				
		\$337,722	MVA				
		\$1,732,726	Total				
11. WSDOT Northwest Region	I-90/Unnamed Tributaries to Tibbetts Creek & Lake Sammamish - Fish Passage New project programming preliminary engineering and right-of-way phases replacing the existing structure with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$411,600	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,572,796	CSRF				
		\$1,516,356	MVA				
		\$7,500,752	Total				

Attachment: Exhibit A (3538 : 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	UPWP Other	Amend	
12. WSDOT Northwest Region	SR 99/Spokane Street Bridge - Expansion Joint Modification New project programming preliminary engineering and construction phases modifying and replacing expansion joints and seals on SR 99 Spokane Street Bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$6,545,589	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$197,122	MVA				
		\$6,742,711	Total				
13. WSDOT Northwest Region	SR 529/Northbound Snohomish River Bridge - Bridge Painting New project programming preliminary engineering and construction phases painting and restoring the SR 529 Northbound Snohomish River Bridge and installing sidewalk timbers. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$761,447	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$74,190	MVA				
		\$835,637	Total				
14. WSDOT Northwest Region	SR 529/Southbound Snohomish River Bridge - Bridge Painting New project programming preliminary engineering and construction phases painting and restoring the SR 529 southbound Snohomish River Bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$1,075,538	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$104,750	MVA				
		\$1,180,288	Total				
15. WSDOT Northwest Region	SR 529/Northbound Snohomish River Bridge - Special Bridge Repair New project programming preliminary engineering and construction phases to repair the SR 529 northbound Snohomish River Bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$533,022	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$51,978	MVA				
		\$585,000	Total				
16. WSDOT Northwest Region	I-5/McAleer Creek - Fish Passage New project programming preliminary engineering, right-of-way, and construction removing the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$6,202	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$16,616,380	CSRF				
		\$1,379,492	MVA				
		\$18,002,074	Total				

Attachment: Exhibit A (3538 : 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	UPWP Other	Amend	
17. WSDOT Northwest Region	I-5/Secret Creek - Fish Passage	\$1,020,819	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming preliminary engineering, right-of-way, and construction removing the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$16,288,525	CSRF				
		\$457,808	MVA				
		\$17,767,152	Total				
18. WSDOT Marine Division	Terminal Wait Times Traveler Information System	\$5,122,345	Federal ATCMTD	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming a construction phase to automate queue detection and wait time information to be compatible with a unified, multi-platform traveler information system. This is a multi-year project and the programming reflects the funds available in the span of the current TIP.	\$2,623,672	State				
		\$7,746,017	Total				

Attachment: Exhibit A (3538 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))



Puget Sound Regional Council

ACTION ITEM

October 6, 2022

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Adoption of the 2023-2026 Regional Transportation Improvement Program**

IN BRIEF

The Draft 2023-2026 Regional Transportation Improvement Program (TIP) was released for public review and comment on September 8, 2022. The comment period will continue through October 27, when the Executive Board is scheduled to take action on the final TIP. The 2023-2026 TIP includes the projects approved by the Executive Board in July as part of PSRC's 2022 project selection process, as well as projects with local, state and other federal funds expected to be utilized during this timeframe. The TIP document also includes a positive air quality conformity finding, background on the project selection process, an equity analysis, and additional information.

A summary of comments received as of October 3 is included in Attachment A; any additional comments received by the October 13 Transportation Policy Board meeting will be provided at that time.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board adopt the 2023-2026 Regional TIP, including the following actions and findings:

A. Compliance with State and Federal Requirements

PSRC finds that the 2023-2026 Regional TIP satisfies all state and federal requirements, including consistency with the Regional Transportation Plan, financial feasibility, and a positive finding of air quality conformity. PSRC has also provided reasonable opportunity for public review and considered public

comments. Therefore, the 2023-2026 Regional TIP should be adopted by PSRC and submitted to the state and federal funding agencies for approval.

B. Project Selection – Required for the Federal Highway Administration and Federal Transit Administration Funds Managed by PSRC

PSRC approves project selection for all projects in the 2023-2026 Regional TIP for which PSRC has project selection responsibilities. These include projects with Surface Transportation Block Grant Program (STP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), and Federal Transit Administration (FTA) formula funds.

C. Authorization for Administrative Amendments to the TIP

PSRC staff are authorized to continue to achieve flexibility and efficiency in the administration of PSRC's programming responsibilities. This authorization enables staff to execute administrative approval for reasonable agency requests for routine project and programming amendments to the approved TIP.

DISCUSSION

The Regional TIP is required under federal and state legislation and helps to ensure that transportation projects in the region are meeting regional policies and federal and state requirements such as those under the Clean Air Act. The TIP is a four-year program of projects that must be updated at least every four years. In the central Puget Sound region, a new TIP is created after each project selection process for PSRC's federal funds, which occurs usually every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects in the region, regardless of funding source.

Documentation of the 2022 project selection process and the development of the new 2023-2026 Regional TIP has been available on PSRC's website throughout the year. In addition, major action items taken by the boards, such as approval of the *2022 Policy Framework for PSRC's Federal Funds* in January and approval of the recommended projects in July, have been featured in PSRC's *At Work* publication, which is sent to board and committee members, legislators, and interested parties.

Consistent with PSRC's Public Participation Plan, the Draft 2023-2026 Regional TIP was released for a public comment period on September 8, 2022. In addition to detailed project information, the TIP includes documentation on the project selection process for PSRC's federal funds, the positive air quality conformity finding of the Regional TIP, an equity analysis, details on the financial information contained in the TIP, and other data. A news release was sent to local newspapers and media outlets, and the draft TIP was provided to major libraries in the region. Full documentation is available on PSRC's website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>, including an interactive web map with information on each project.

Public comments received through October 3 are included in Attachment A. PSRC responds to every comment submitted, and comments regarding specific projects are also forwarded to the appropriate project sponsor for additional response. Any additional comments received by the October 13 Transportation Policy Board meeting will be provided at that time.

Once a new TIP is adopted, sponsors are offered the opportunity to update existing projects or add new projects on a monthly basis. New projects and existing projects adding a future phase must be approved by PSRC's Boards, with the exception of those projects that are not regionally significant (i.e., not required to be on the Regional Transportation Plan Regional Capacity Project list¹) and with a total project cost less than \$3 million. PSRC staff has been authorized to administratively approve these projects, along with amendments to existing projects in the approved TIP that are not adding a new phase.

Upon approval by the Executive Board, the 2023-2026 Regional TIP will be forwarded to the state, with state and federal approvals expected in January 2023. Activity on existing projects since the Draft TIP was prepared will be incorporated into this final submittal and total dollar figures for the 2023-2026 TIP will be updated at that time.

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

Attachments:

A – Public Comments on the Draft 2023-2026 Regional TIP
Comment 4 Rev Comprehensive Plan Input
Commet 4 BSD District 9-28-22

¹ Refer to <https://www.psrc.org/sites/default/files/2022-02/rtp-201806regionalcapacityprojectlistthresholds.pdf> for identification of which projects fall above and below this threshold.

ATTACHMENT A: PUBLIC COMMENTS ON THE DRAFT 2023-2026 REGIONAL TIP
Reflecting all comments received through October 3, 2022

Note: PSRC responds to every comment, and where appropriate forwards the comment to any affected jurisdictions.

Comment 1:

Kathleen Pozarycki, Snohomish County

Thank you for the opportunity to comment. I'd like to see a more clear linkage for these projects to include multi-benefit projects that will include stormwater filtration (including things like rain gardens, rain swales, bridge filtration to filter 6-PPE Quinone) and water quality buffers to support riparian buffers where roads are adjacent to or near waterbodies. I'd like to see project that link up with priority fish passage culverts that are blocking or partially blocking fish passage. In this way, we can more holistically develop these transportation projects while benefits critical and endangered species and protecting and improving water quality. There's an option to suggest or require that the Transportation Projects meet Salmon Safe design criteria and also link up with the Puget Sound Partnership's Action Agenda priority of projects.

PSRC Response to Comment 1:

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC's Transportation Policy and Executive Boards for their review in October.

Sincerely,

Doug Cox, Principal Planner
Puget Sound Regional Council

Comment 2:

Jakeh Roberts, City of Monroe

The City of Monroe supports the 2023-2026 TIP as proposed. Monroe looks forward to working with our local and regional partners to continue the successful allocation of resources for completion of important transportation system preservation and improvement projects in Monroe and throughout Snohomish County.

PSRC Response to Comment 2:

Thank you for your support of the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC's Transportation Policy and Executive Boards for their review in October.

Sincerely,

Doug Cox, Principal Planner
Puget Sound Regional Council

Comment 3:

Jonathan Blubaugh

- 1) Terminate all spending on things that could loosely be described as "sound walls."
- 2) Terminate all spending on the West Seattle spur of the light rail extension.
3. Terminate all spending on the Ballard spur of the light rail extension.
- 4) Focus the savings on accelerating light rail buildout on the main lines to Tacoma and Everett.
- 5) Airport expansion for commercial passenger and cargo traffic must be first to McChord Field (we need to get the Air Force to agree to joint civil and military use) and second to Paine Field.
- 6) Terminate all consideration of any "greenfield" sites for new airports. The environmental costs are catastrophic.

PSRC Response to Comment 3:

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comment will be provided to PSRC's Transportation Policy and Executive Boards for their review in October. Your comment will also be forwarded to Sound Transit for their information.

Sincerely,

Doug Cox, Principal Planner
Puget Sound Regional Council

Comment 4:

Bev Martin on behalf of Superintendent Tom Seigel, Bethel School District

Please see the attached from Superintendent Tom Seigel. He'd be happy to meet with you to discuss this.

PSRC Response to Comment 4:

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comments will be provided to PSRC's Transportation Policy and Executive Boards for their review in October. Your comments will also be forwarded to Pierce County and Pierce Transit for their information.

Sincerely,

Doug Cox, Principal Planner
Puget Sound Regional Council

Comment 5:

Paul Marquardt, Bethel School District

The Bethel School District is made up of 202 square miles in South Pierce County. It makes up 1/9 of the landmass of the county. These 202 square miles have 124,000 residents which is 1/8 or 13.1% of the county population. Out of the 15 school districts in the county, we have the third largest number of student enrollments and we have the 2nd largest geographic area. We also have the honor of four legislative districts within our boundaries.

As 13.1% of our county's citizens live within the Bethel School Districts boundaries, one would expect that at minimum 13.1% of the county's resources would be found here. Unfortunately, this is not the case.

Transportation is our number one area that we urge the county to address. Pierce Transit currently has 251 miles of service within Pierce County. Families within the Bethel School District have access to only 3 miles of this service. It is one line coming down Pacific Avenue. This is merely 1.2% of Pierce Transits resources. There is zero access from the surrounding 202 square miles for our 124,000 residents. We urge the county to add much needed transportation for our families.

To further highlight the need for transit, only 9% of the roads in Bethel have sidewalks. Due to the lack of sidewalks and mass transit, families are required to drive themselves most anywhere they need to go. There are certain areas where it would make sense to have sidewalks to allow students to walk safely to and from school. Bethel has been attempting to obtain sidewalk funding from a variety of sources over the last 15 years. We have been successful in one and a half of these grant requests. If we had sidewalks

that connected to schools, it would reduce the need to transport 10,500 students daily and reduce the consumption of hundreds of thousands of gallons of fuel. We urge the county to invest in sidewalks and safe walking paths to schools, community centers, transit hubs, and parks. The Puget Sound Regional Council states: “Non-motorized transportation facilities including sidewalks, pathways and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile.” This objective has not been pursued within Bethel School District.

Another inequality that exists are county parks. Only three county parks are located in our region. All of them can only be reached by automobile. These three parks comprise only 1.8% of the county parks and not the 13.1% that would be an equitable distribution. Our 124,000 residents do not have access to parks, a swimming pool, a YMCA, or many other outdoor spaces and recreational facilities. The Puget Sound Regional Council states “adequate public infrastructure and services including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with the actual need...” We urge the county to fulfill its pledge and provide equity of access to these elements for a healthy community.

In addition to the lack of recreational facilities, our community is greatly lacking social and safety services. There is one library on the far south end of the district. There are 28 libraries in Pierce County. For there to be equity of access to this service there should be at least one more brought to our region. Further, there are zero health and human services offices and no Sheriff detachments. Considering the high crime rate and that 52% of our students receive free and reduced meals, which is a measurement of poverty, we urge the County to place Department of Social and Health Services and Sheriffs in Bethel.

The Bethel School District Region also has no college or university. As a result, many students have been denied the opportunity to participate in the “Running Start” program, where the state pays tuition to allow high school students to attend college. This is further compounded by the lack of transit systems. Our students are not able to take transit to universities unless they have their own vehicle. This is a huge barrier for our families in poverty and even middle class families that cannot afford an extra vehicle.

Bethel, although an educational institution, has taken on the task to help ameliorate some of these problems. Specifically, we reversed the access model for Pierce College and invited the college to come teach at two of our high schools (SLHS & GKHS). As a result, 10% of our 1000 June 2022 graduates received an Associate Degree from Pierce College, as well as their high school diploma, saving each family \$10,000 in tuition costs. While these 100 students earned their Associates Degree, many others experienced success and gained college credits and local area adults also benefited by access to these courses.

In order to help entice human services to this area, for decades Bethel has had a Family Support Center located at Challenger High School. This facility can be used free of charge by nonprofit, charitable or governmental entities that provide services and support to the families and students in Bethel. In addition to the current Bethel Family Center, a new center will be built on Pacific Avenue as a result of federal funding. We have also requested funds to modify an existing building to be used for the same purpose in Graham.

In addition to these fixed-site family support centers, we have modified four vehicles (BOB - the Bethel Outreach Bus) to go into low income neighborhoods, including trailer parks, to bring services and materials to community members in need. Donated materials include school supplies, food, clothing, furniture, wheelchairs and medical supplies. Many of the donated items were donated through coordination with our area's Faith Leaders. Further, we have been joined with doctors that provided medical advice. Twenty-five of these events have been held this year helping 2,500 residents.

"Pierce County's Healthy Youth Survey" shows our students have significant health, dental and behavioral health issues above the county average. Because of the lack of hospital access and local clinics, we have undertaken the process of building School-Based Health Clinics at three of our school sites. We have one operating at Bethel Middle School that supports the 3,500 students in the area. We currently have a clinic under construction at Graham-Kapowsin High School and will be building a third clinic at Spanaway Middle School. Each of these clinics can support about 3,500 students.

For the past two decades, Bethel has grown at the rate of about 2,000 new residents and 300 new students per year. The recent change in zoning will further increase the total number of residents and students beyond previous projections. Based on the maximum density of housing permitted, we could have an additional 5,400 new students beyond current projections. That is the equivalent of 10 new elementary schools. This would be in addition to the current projected growth of 300 students per year.

It is a critical time in our region. We must act now to ensure the residents within the Bethel community "have access to the resources and opportunities to improve their quality of life".

Again, we urge the county to expand transportation to our community. Prioritize parks, natural spaces, and sidewalks. Support bringing resources such as the YMCA, swimming pools and recreational facilities to the Bethel community. And bring an equitable share of resources like health and family services, libraries, colleges and Sheriff detachments to Bethel.

Bethel is doing what we can to help address these inequities. It is clear that the county needs to focus on this region and provide it with the same level of access and resources as it does for other areas of Pierce County. The Bethel School District is willing to be a

partner in these efforts. We would love to discuss opportunities for Pierce County to join some of our outreach efforts listed above and we are willing to provide space in our family centers for health and social services.

Together, we can accomplish Pierce County's goal of Equity for all. We must act now!

PSRC Response to Comment 5:

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP). Your comments will be provided to PSRC's Transportation Policy and Executive Boards for their review in October. Your comments will also be forwarded to Pierce County and Pierce Transit for their information.

Sincerely,

Doug Cox, Principal Planner
Puget Sound Regional Council

Comment 6:

Andy Galuska, City of Sultan

The City of Sultan is completing a yearlong public outreach program on improvements to the US2 corridor through the city. This section of US2 is a major regional travel corridor as well as the only road connecting the east and western halves of the City of Sultan. Congestion on this section causes regular, significant delays on Fridays and Sundays, and congestion on weekdays has been rising in recent years. We would ask that PSRC consider including improvements to this corridor in the TIP. More information on the project can be found on our website: <https://ci.sultan.wa.us/348/US-2-Alternatives-Analysis-and-Public-En>

PSRC Response to Comment 6:

Thank you for commenting on the Draft 2023-2026 Regional Transportation Improvement Program (TIP).

The TIP provides a summary of current transportation projects within the region that have secured the necessary funding for implementation within the TIP's four-year timeframe. These projects are funded with federal, state, and local funds, including the most recent federal grants awarded through PSRC, as well as state and federal grants from other sources. A project phase must have secured funds in order for an agency to program it in the TIP – the TIP itself does not allocate funds to projects.

In our region, a new TIP is created every two years and goes through a major update each year in-between, as well as accepting amendments on a monthly basis.

Projects that meet the following criteria are included in the TIP:

- The project has been developed through a planning process and is consistent with the Regional Transportation Plan (RTP);
- The project is using federal and/or state funds, or is funded locally AND is considered regionally significant; and
- The project's funds are scheduled for use within the four-year timespan of the current TIP.

While the corridor project is being developed through a local planning process, currently WSDOT Northwest Region has listed US-2 widening within Sultan as an unprogrammed regional capacity project in the RTP (project ID: 4178). It is noted that the City has moved forward with intersection improvements along US-2 that are considered programmatic and consistent with the RTP; however, the overall widening project cannot be implemented until it is submitted by WSDOT to the RTP's financially constrained list. For regional capacity projects included on the RTP's financially constrained list, project phases can be programmed into the TIP as soon as funding is secured. PSRC encourages the City to continue to work with WSDOT regarding the RTP status and potential implementation of this project.

More information about the TIP is available at PSRC's website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>

Your comments will be provided to PSRC's Transportation Policy and Executive Boards for their review in October. Your comments will also be forwarded to WSDOT for their information.

Sincerely,

Doug Cox, Principal Planner
Puget Sound Regional Council

“*Equity is achieved when **all people** - regardless of race, ethnicity, gender, sexual orientation, income, neighborhood, or other factor - have **access to the resources and opportunities to improve their quality of life**, allowing them to reach their full potential and **participate in the vibrant communities of Pierce County.***”

- Pierce County Equity Initiative

This equity statement from Pierce County is clear on the need for access to resources for equity for all. The problem of access for the Bethel School District area is that there is very little County resources in Bethel and the transportation network to access it elsewhere in the county is inadequate.

The Bethel School District is made up of 202 square miles in South Pierce County. It makes up 1/9 of the landmass of the County. These 202 square miles have 124,000 residents which is 1/8 or 13.1% of the County population. Of the 15 school districts in Pierce County,

Bethel School District has the third largest student enrollment and the 2nd largest geographic area. There are four county representative districts within our boundaries.

As 13.1% of our County's citizens live within the Bethel School Districts boundaries, one would expect that approximately 13.1% of the County's resources would be found here. That is not the case.

Transportation is the number one area that we urge the County to address. Pierce Transit currently has 251 miles of service within Pierce County. Families within the Bethel School District have access to only 3 miles of this service on one line on Pacific Avenue. This is merely 1.2% of Pierce Transit routes.

To further highlight the need for transit, only 9% of the roads in Bethel have sidewalks. Due to the lack of sidewalks and mass transit, families are required to drive most anywhere they need to go. There are certain areas where it would make sense to have sidewalks to allow students to walk safely to and from school. Bethel has been attempting to obtain sidewalk funding from various sources over the last 15 years. We have been successful in one and a half of these grant requests. If we had sidewalks connected to schools, it would reduce the need to transport 10,500 students daily and reduce the consumption of hundreds of thousands of gallons of fuel. We urge the County to invest in sidewalks and safe walking paths to schools, community centers, transit hubs, and parks. The Puget Sound Regional Council states: “Non-motorized transportation facilities including sidewalks, pathways and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile.” This objective has not been pursued within Bethel School District.

Another inequality that exists are County parks. Only three County parks are located in our region and can only be reached by automobile. These three parks comprise 1.8% of the County parks and not the 13.1% that would be an equitable distribution. Our 124,000 residents do not have access to a swimming pool, a YMCA, or many other outdoor spaces and recreational facilities. The Puget Sound Regional Council states “adequate public infrastructure and services

including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with the actual need...” We urge the County to fulfill its pledge and provide equity of access to these elements for a healthy community.

In addition to the lack of recreational facilities, our community greatly lacks social and safety services. There is only one library on the far south end of the district. There are 28 libraries in Pierce County, and our fair share would have three more. There should be at least one more library in to our region. Further, there are no health and human services offices nor Sheriff detachments. Considering the high crime rate and that 52% of our students receive free and reduced meals, (a measurement of poverty) we urge the County to place Department of Social and Health Services and a Sheriff Detachment in Bethel.

The Bethel School District area also has no college or university. As a result, many students have been denied the opportunity to participate in the “Running Start” program, where the state pays tuition to allow high school students to attend college. The lack of an adequate public transit system compounds this access as our students cannot get to the colleges unless they have their own vehicle. This is a barrier for our families in poverty and even middle-class families that cannot afford an extra vehicle.

Bethel, although an educational institution, has taken on the task of helping ameliorate some of these problems. Specifically, we reversed the access model for Pierce College and invited the college to teach at two of our high schools (SLHS & GKHS). As a result, 10% of our 1000 June 2022 graduates received an Associate Degree from Pierce College, as well as their high school diploma, saving each family \$10,000 in tuition costs. While these 100 students earned their Associate Degree, many others experienced success and gained college credits, and local area adults also benefited by access to these courses.

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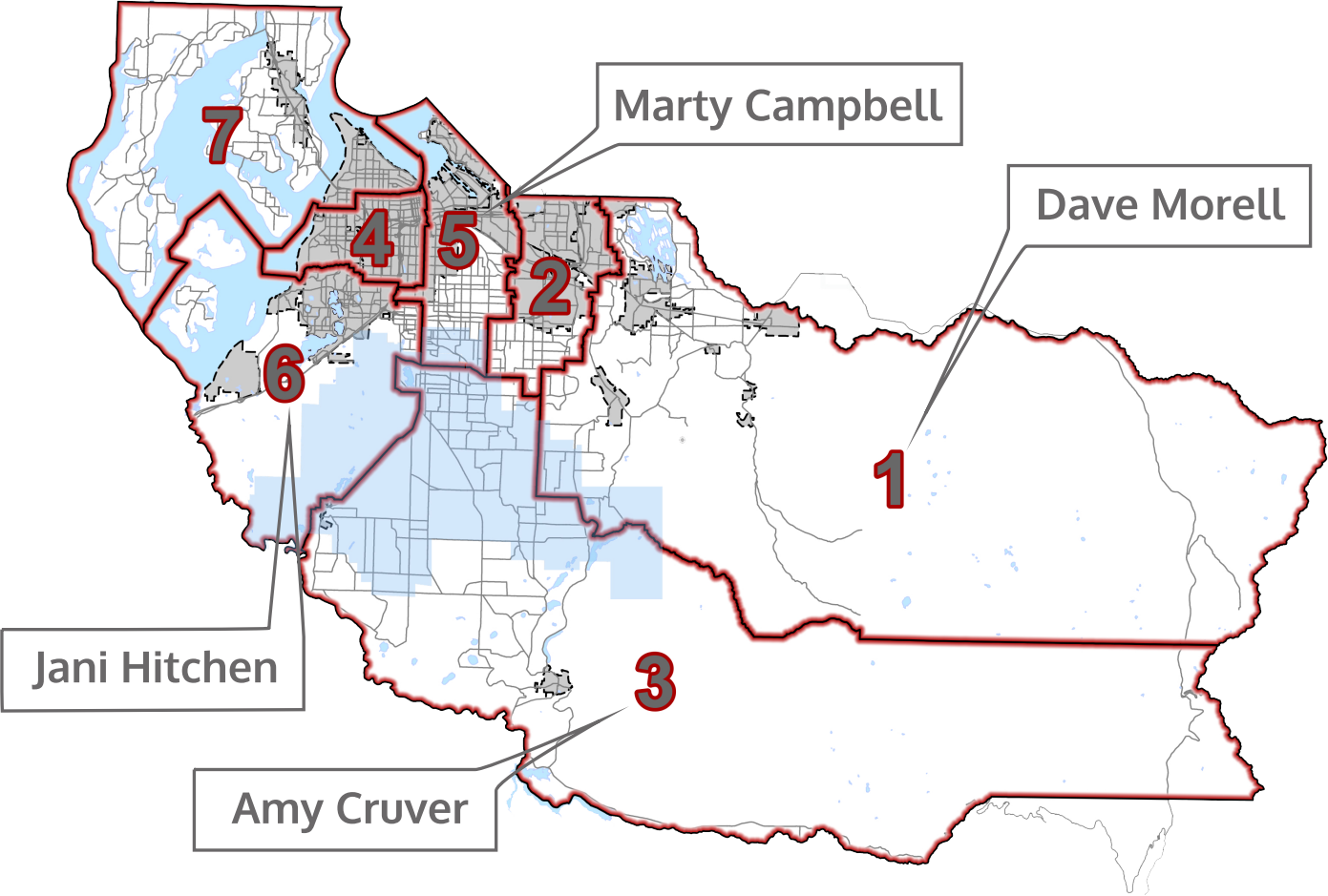
Together, we can accomplish Pierce County's goal of Equity for all. We must act now!

“*Equity is achieved when **all people** - regardless of race, ethnicity, gender, sexual orientation, income, neighborhood, or other factor - have **access to the resources and opportunities to improve their quality of life**, allowing them to reach their full potential and **participate in the vibrant communities of Pierce County.**”*

- Pierce County Equity Initiative



Pierce County Council Districts

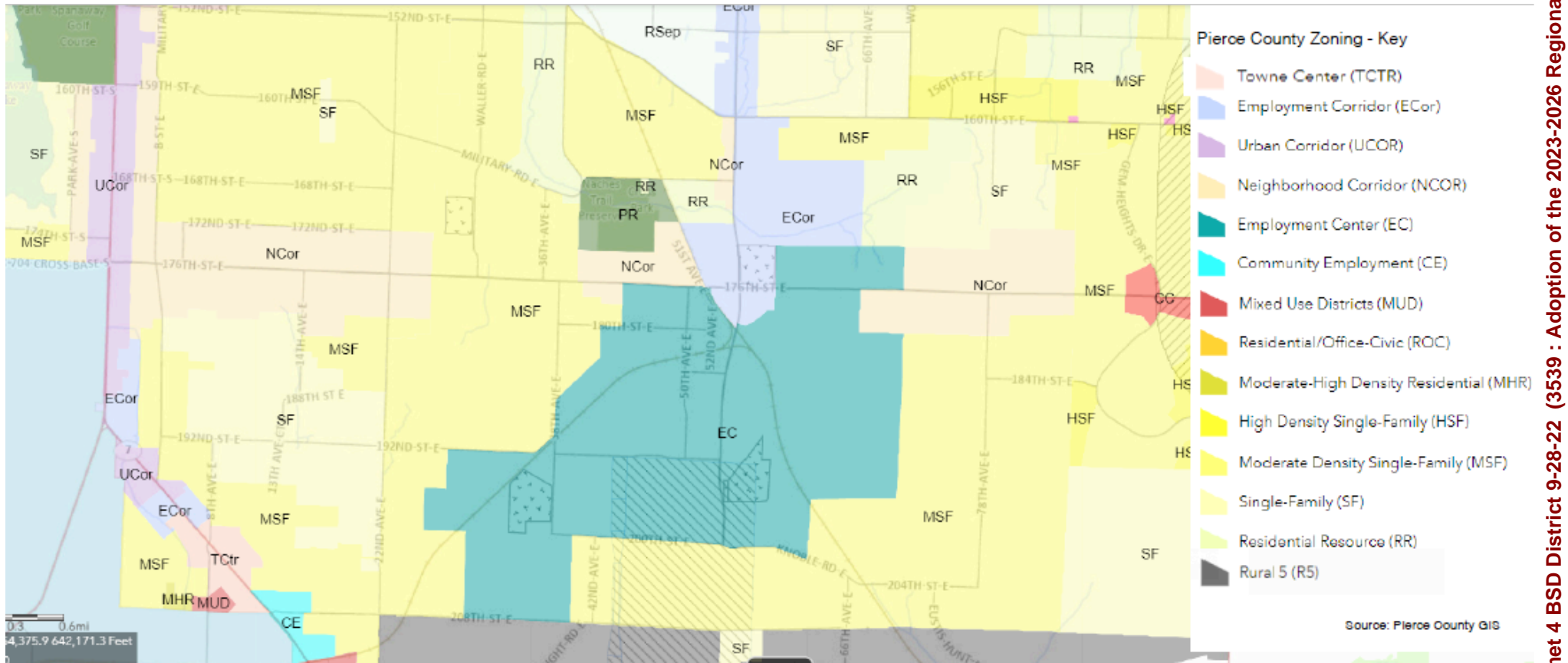


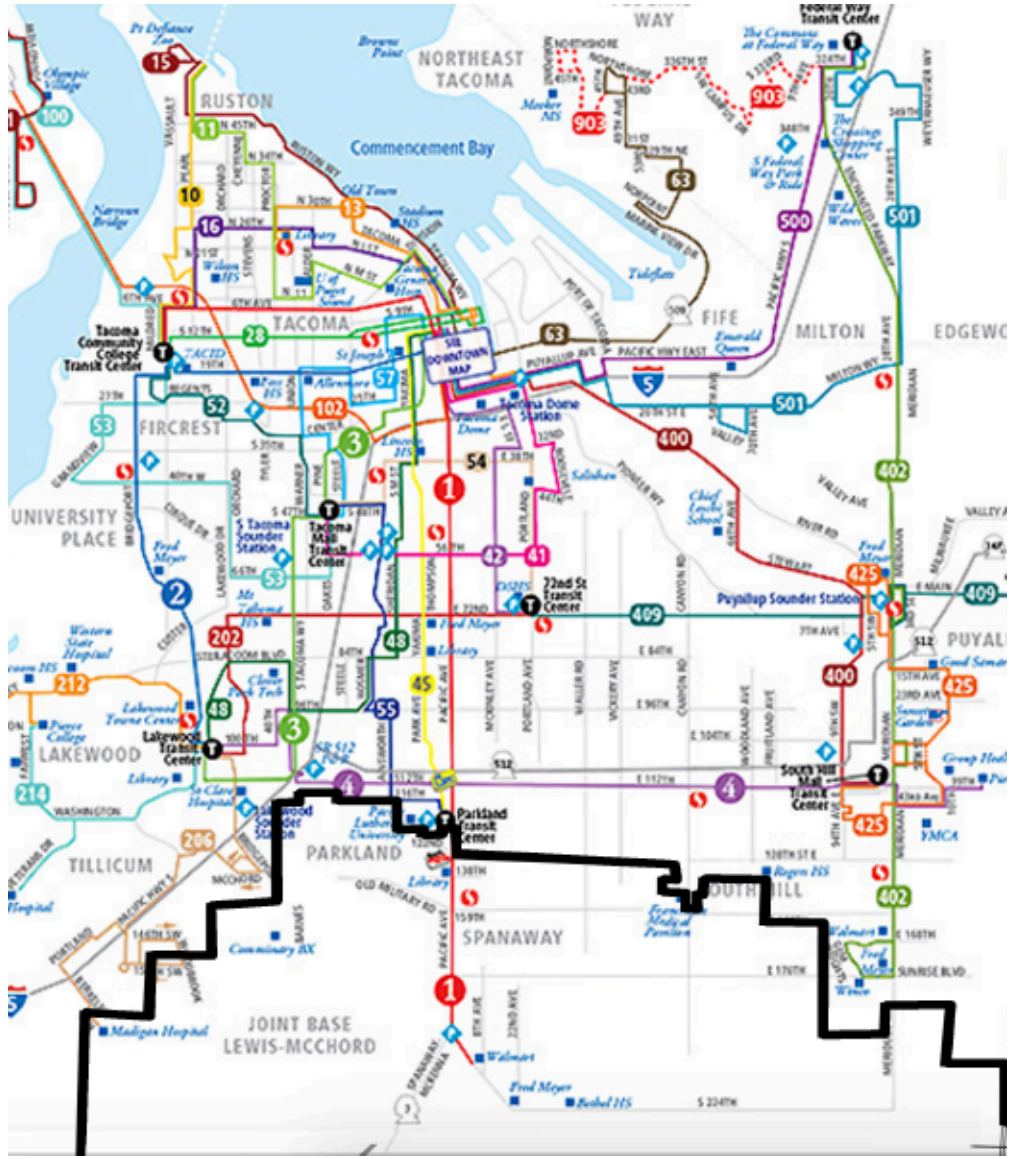
Population

946,310 (2022) Pierce County
124,000 (13.1%) Bethel

“ *Equity is achieved when **all people** - regardless of race, ethnicity, gender, sexual orientation, income, neighborhood, or other factor - have **access to the resources and opportunities to improve their quality of life**, allowing them to reach their full potential and **participate in the vibrant communities of Pierce County.*** ”

- Pierce County Equity Initiative





Pierce Transit

251 miles of bus service
3 miles (1.2%) in Bethel

Adequate public infrastructure and services including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with actual need;

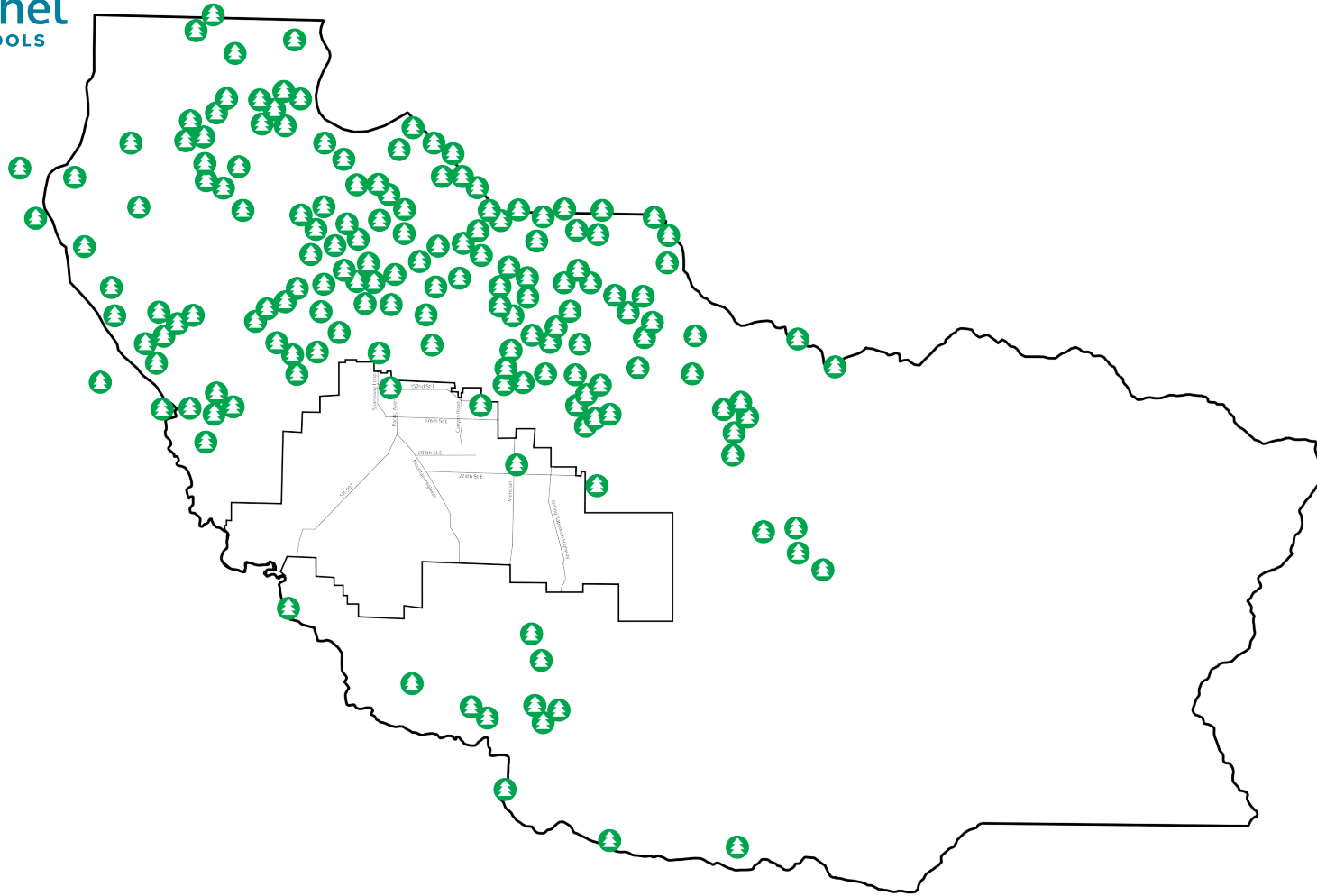


Neighborhoods will be more livable with new developments being designed in a manner which supports interaction of residents and pedestrian mobility, and existing neighborhoods protected from incompatible or more intense uses;



Pierce County Parks

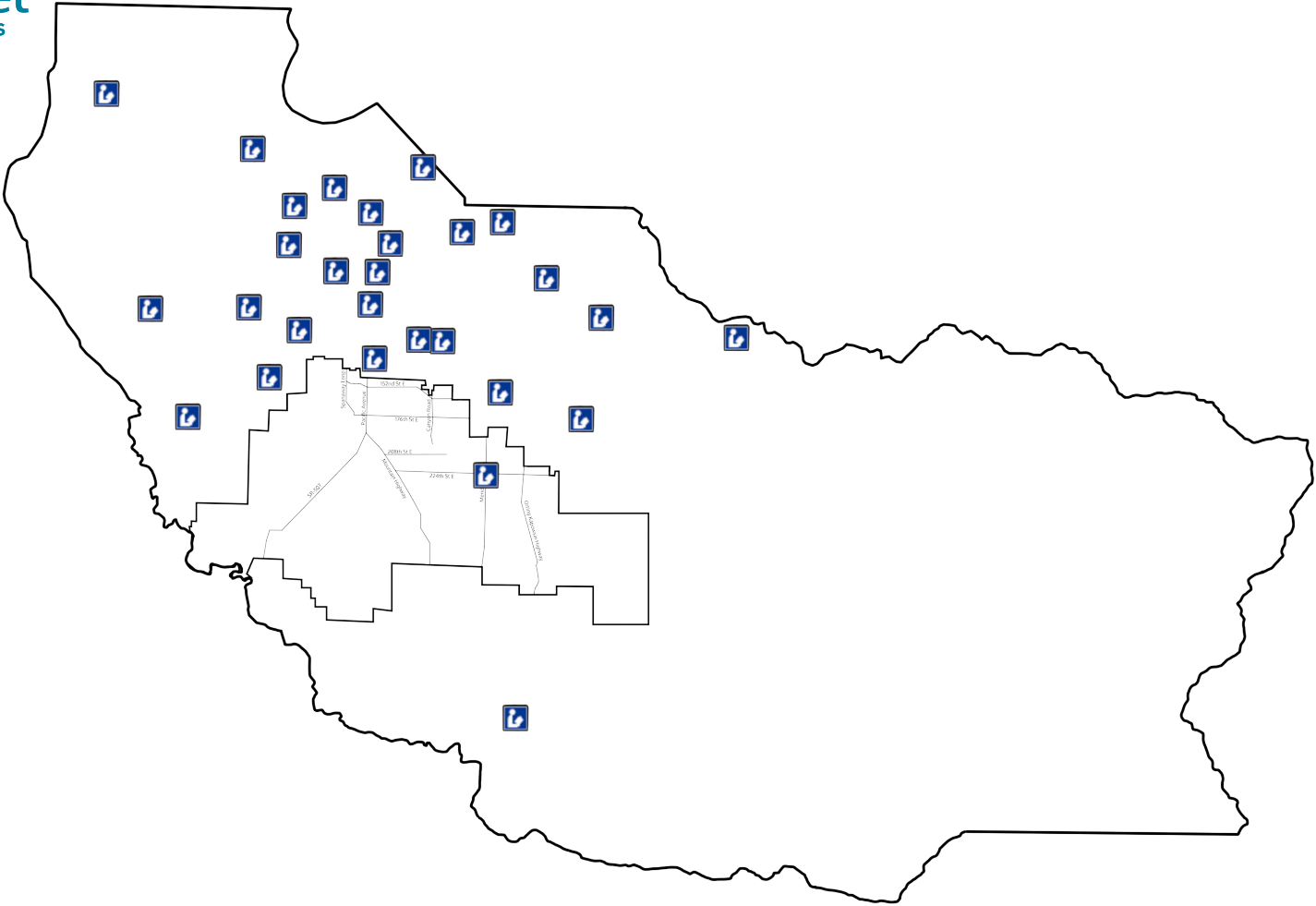
3 of 171 (1.8%)





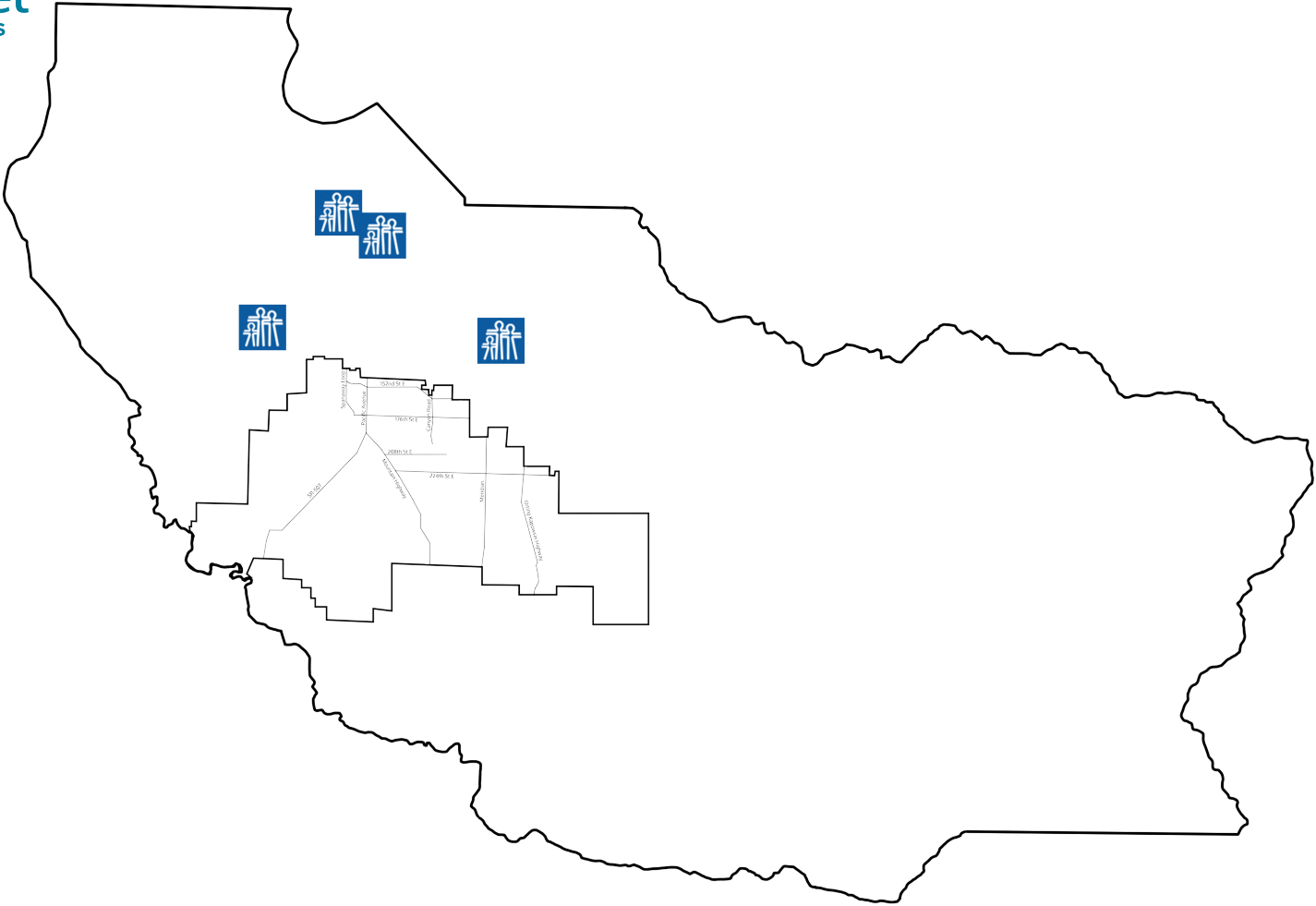
Pierce County Libraries

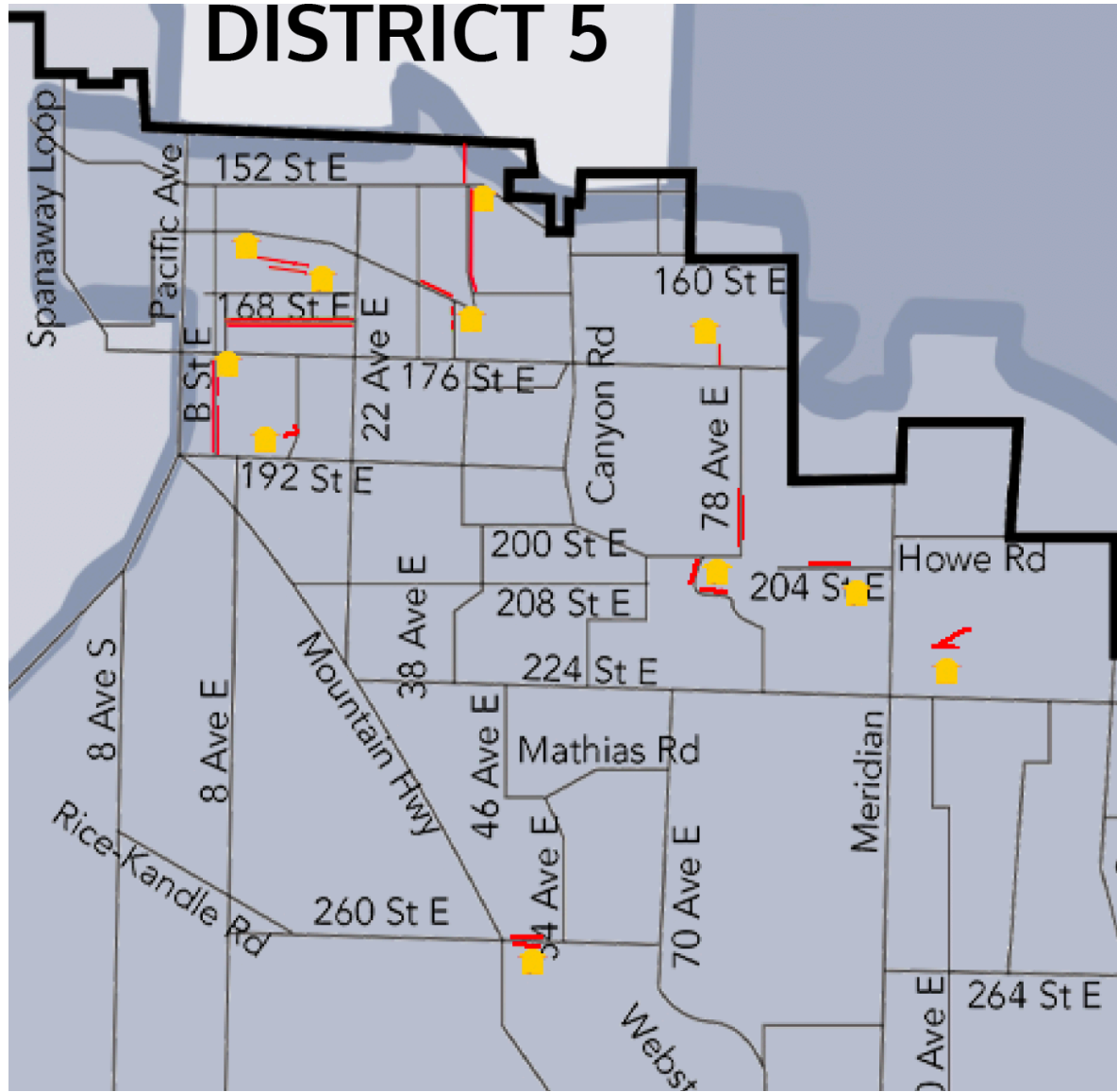
1 of 28 (3.6%)





Department of Social & Health Services





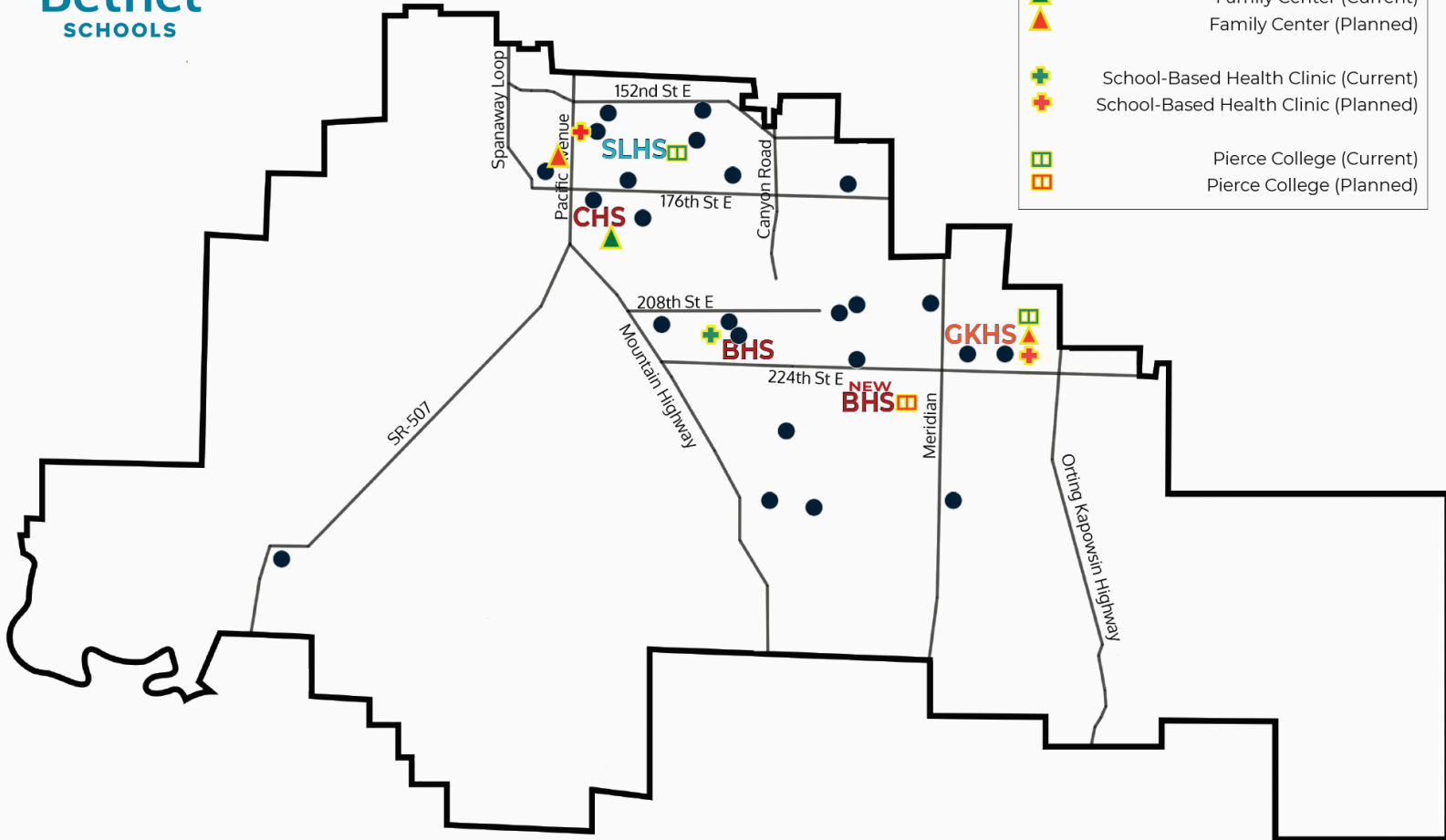
Nonmotorized transportation facilities including sidewalks, pathways, and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile;





General Orientation Map

KEY	
	Family Center (Current)
	Family Center (Planned)
	School-Based Health Clinic (Current)
	School-Based Health Clinic (Planned)
	Pierce College (Current)
	Pierce College (Planned)



Sept. 1, 2022



Attachment: Commet 4 BSD District 9-28-22 (3539 : Adoption of the 2023-2026 Regional Transportation



Special Thanks To
American Muffler
South Tacoma Glass
Lacey Collision Center
Wesco Autobody Supply
Kimball's Collision Center
Ballew's Hitch Truck & R.V.
United Way of Pierce County
Pierce County Human Services
Washington State Department
of Social & Health Services

Mid-County Leadership Team Survey: Rank Order of Greatest Concerns

1. Mental health (including drug treatment)
2. Community Center: youth and senior, athletics/activity center with centralized point of access to community services
3. Transportation: bus, cross base highway
4. Parks and trails
5. Homelessness and hunger

Pierce County Government Resources:

For 13.1% of County population:

- 1.2% of Pierce Transit bus routes (1 route of 3 miles)
- 1.8% County Parks (3 parks which can not be reached by pedestrians)
- 3.6% County Libraries (1 library)
- 0% Sheriff Detachments
- 0% Department of Social and Health Service offices (up to 70% poverty in some areas)

Other Important Community Building Resources that are Lacking:

- 0 Hospitals
- 0 Colleges
- 0 Pools
- 0 Boys & Girls Clubs
- 0 "Y's"

Other County Resources in Bethel

- Pierce County Maintenance and Operations site
- Prairie Pit (road waste disposal site)

Opportunities:

- **1. Reestablish Pierce Transit routes to what they used to be**
- **2. Sidewalks – fund key areas, rather than wait for developers**
- **3. Bring County services to the area – free space at family centers**
- **4. Join “BOB the Bus” outreach effort – free access**
- **5. Collaborate/develop Public swimming pool, walkable parks and spaces, trails, libraries**

“ *Equity is achieved when **all people** - regardless of race, ethnicity, gender, sexual orientation, income, neighborhood, or other factor - have **access to the resources and opportunities to improve their quality of life**, allowing them to reach their full potential and **participate in the vibrant communities of Pierce County.*** ”

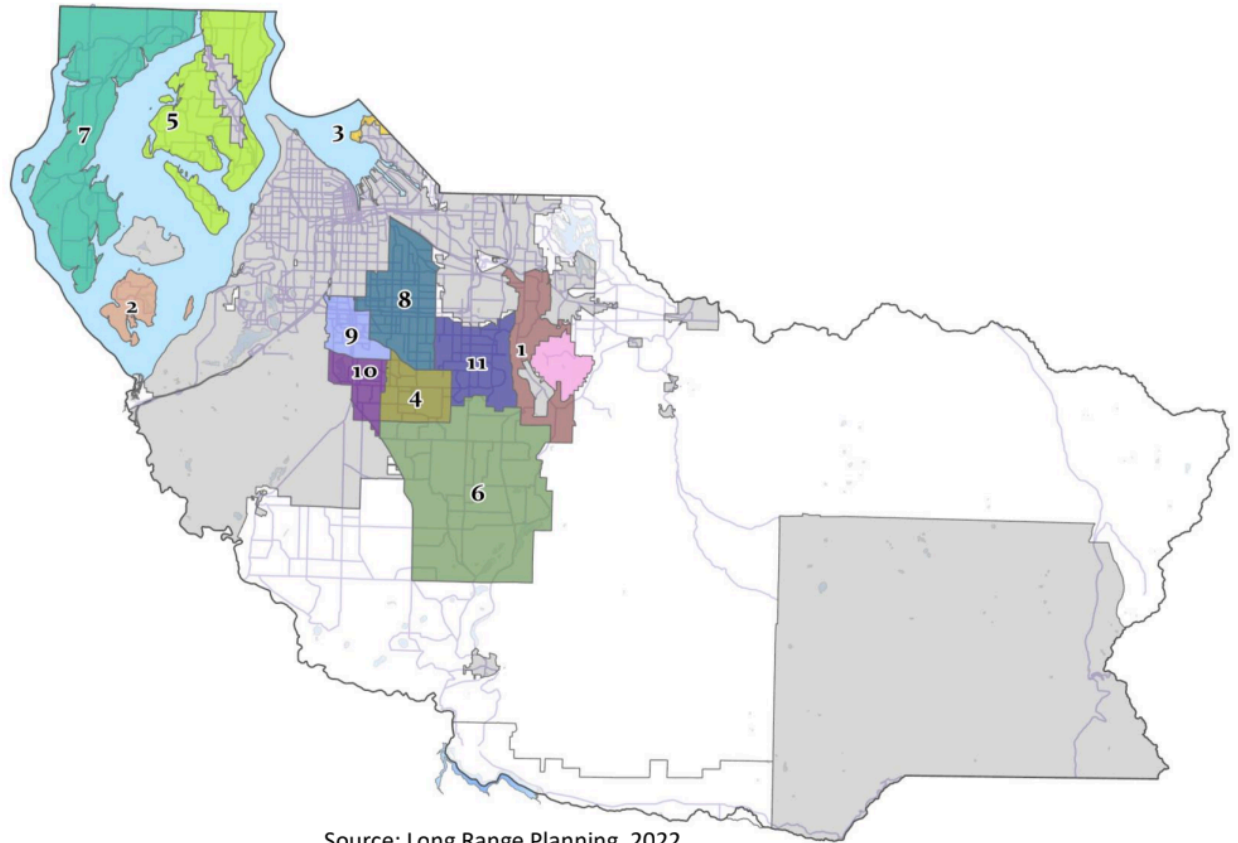
- Pierce County Equity Initiative

Outreach: Tactical In-Person



Locations for Tactical in person Outreach:

- 1. Alderton-McMillin
- 2. Anderson & Ketron Islands
- 3. Browns Point & Dash Point
- 4. Frederickson
- 5. Gig Harbor (2 visits)
- 6. Graham
- 7. Key Peninsula
- 8. Mid-County (2 visits)
- 9. Parkland (2 visits)
- 10. Spanaway
- 11. South Hill (2 visits)



Source: Long Range Planning, 2022

Equity Analysis



Map Area	People of Color	Limited English	Voter Turnout	Income	Economic Opportunity	Heavy Traffic Areas	Environmental Health	Cardiovascular Disease
1. Alderton-McMillin	○	○	○	○	◐	○	◐	◐
2. Anderson/Ketron	○	○	○	●	○	○	○	◐
3. Browns Pt/Dash Pt	○	○	○	○	○	○	○	◐
4. Frederickson	●	●	●	○	◐	◐	●	●
5. Gig Harbor	○	○	○	○	○	◐	○	◐
6. Graham	○	○	◐	○	◐	○	◐	◐
7. Key Peninsula	○	○	○	●	○	○	○	◐
8. Mid-County	◐	◐	◐	◐	●	●	◐	◐
9. Parkland	●	●	●	●	●	●	●	◐
10. Spanaway	●	●	●	●	●	●	●	●
11. South Hill	◐	◐	◐	◐	◐	◐	◐	●
12. Upper Nisqually	○	○	○	●	●	○	●	◐
Rural Area	○	○	○	●	●	○	○	◐

Attachment: Commet 4 BSD District 9-28-22 (3539 : Adoption of the 2023-2026 Regional Transportation



Puget Sound Regional Council

DISCUSSION ITEM

October 6, 2022

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Legislative Agenda Briefing**

IN BRIEF

Following Direction by the Executive Board, PSRC staff are working on drafting a legislative agenda to create a document to guide agency state legislative advocacy during the 2023 session. PSRC staff will brief the Transportation Policy Board on the process to adopt a legislative agenda and seek feedback.

DISCUSSION

In February, the Executive Board adopted a resolution to support the adoption of Move Ahead Washington, a comprehensive transportation investment package which was subsequently passed by the legislature. Following this effort, the Executive Board directed PSRC staff to draft a legislative agenda for deliberation and adoption by the Executive Board ahead of 2023 legislative session.

PSRC staff have begun a review of adopted regional plans and policies to inform a future legislative agenda. PSRC staff briefed the Executive Board at the September meeting. An initial list of potential focus areas for a legislative agenda are as follows:

Transportation - Keep the Region Moving

- Sustain the transportation investments made with Move Ahead Washington during the 2021 legislative session.
- Develop a road usage charge (RUC) system

Housing - Increase Housing Choices and Affordability

- Supply: Build more housing of different types

- **Stability:** Provide opportunities for residents to live in housing that meets their needs
- **Subsidy:** Create and sustain long-term funding sources to create and preserve housing for very low-income households and unhoused residents

Climate - Significantly Reduce Greenhouse Gas Emissions

- Transit-focused land use
- Multimodal transportation choices
- Pricing the transportation system, and
- Decarbonization of the transportation system, including improvements to both vehicles and fuels

In addition to the Transportation Policy Board staff has briefed the Growth Management Policy Board and Economic Development District. Staff proposes the Executive Board adopt the legislative agenda at the December meeting in advance of the beginning of the 2023 legislative session in January.

For more information, please contact: **Robin Koskey**, Director of Government Relations & Communications, Rkoskey@psrc.org, 206-798-4462.



Puget Sound Regional Council

DISCUSSION ITEM

October 6, 2022

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Performance Dashboard Outline**

IN BRIEF

Over the last several months the Transportation Policy Board has reviewed and discussed the implementation action items identified in the recently adopted Regional Transportation Plan. Two items are scheduled for completion by December 2022 – a performance dashboard and additional climate analyses. At their meeting on October 13 the board will be presented with an outline of the proposed performance dashboard, including available metrics and next steps.

DISCUSSION

The [Regional Transportation Plan](#) (RTP) identifies numerous implementation items, covering all of the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners.

Over the last several months the Transportation Policy Board has reviewed a summary of these various work program items and provided preliminary feedback on priority timelines, as well as additional details on key scoping elements. Two items are scheduled for completion by December 2022 – a performance dashboard and additional climate analyses. This memo addresses the performance dashboard; the climate topic is covered under a separate agenda item.

The plan calls for PSRC to identify performance measures and targets for meeting key aspects of VISION 2050 and the RTP, including but not limited to emissions, safety,

active transportation, finance, vehicle miles traveled and transit ridership. The plan also calls for PSRC to track the progress of these measures through an online dashboard.

Preliminary feedback provided by board members to date included direction to track progress over time, to report measures at a variety of scales, and to align with the equity dashboard under development.

At the meeting on October 13, staff will provide a proposed outline of the performance dashboard for review by the board. Information will also be provided on available metrics for comparison to the performance results of the RTP over time.

For more information, please contact Craig Helmann, Director of Data, at (206) 389-2889 or chelmann@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

October 6, 2022

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Climate Change Work Program**

IN BRIEF

Over the last several months the Transportation Policy Board has reviewed and discussed the implementation action items identified in the recently adopted Regional Transportation Plan. Two items are scheduled for completion by December 2022 – a performance dashboard and additional climate analyses. At their meeting on October 13 the board will be provided a summary of the climate work underway and next steps.

DISCUSSION

The [Regional Transportation Plan](#) (RTP) identifies numerous implementation items, covering all of the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners.

Over the last several months the Transportation Policy Board has reviewed a summary of these various work program items and provided preliminary feedback on priority timelines, as well as additional details on key scoping elements. Two items are scheduled for completion by December 2022 – a performance dashboard and additional climate analyses. This memo addresses the climate work; the performance dashboard topic is covered under a separate agenda item.

Since 2010 PSRC has had an adopted Four-Part Greenhouse Gas Strategy and conducted a climate analysis for the horizon year of the RTP. The most recent analysis forecasted emissions and applied the strategy to a horizon year of 2050. The plan further calls for PSRC to develop an interim year transportation network and conduct a

2030 analysis, and to continue to work with partner agencies including the Puget Sound Clean Air Agency to develop a climate implementation strategy for achieving the climate goals and to monitor progress.

At the meeting on October 13, staff will provide a status report on work conducted to date, including partnership projects currently underway. Information will also be provided on the planned approach and next steps for completing this work by the end of the year.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at (206) 971-3601 or kmcgourty@psrc.org.

TOD FOR ALL

Planning for 1 Million+
New People Near Transit



Communication: Transit-Oriented Development Event - Friday, October 21 - Registration Open (Information Items)

FRIDAY, OCTOBER 21, 2022

PART 1

9:00 a.m. – 12:00 p.m.

Zoom – Virtual Panels

PART 2

1:30 p.m. – 3:30 p.m.

In Person Walking Tours

The region is growing and making historic investments in transit, with over one million new residents expected to live near high-capacity transit by 2050. Join industry and community leaders to explore innovative techniques and best practices to build and sustain equitable transit communities that are accessible to all people and help to achieve the region's vision for growth.

Free to attend. [Online registration](#) is now open.



Puget Sound Regional Council

Joint Board Session on Institutional and Structural Racism

Wednesday, November 30
10:00 – 11:30 AM
Hybrid Meeting

The joint board session will examine institutional and structural racism, including what these terms mean and how these forms of racism have created long-lasting racial disparities in the Puget Sound region. The session will feature small group discussions for participants to explore strategies to reduce racial disparities moving forward. All PSRC board members are highly encouraged to attend. RSVP information coming soon.

Communication: Save the Date - Wednesday, November 30, 10-11:30 AM, Joint Board Session on

