



Puget Sound Regional Council

Transportation Policy Board

Thursday, September 14, 2023 • 9:30 – 11:30 AM

Hybrid Meeting - PSRC Board Room – 1011 Western Avenue, Suite 500, 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

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person**
Public comment may be made in person at PSRC's office.
- **Comment during the meeting by Zoom or phone:** [Register here](#)
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 and Roll Call (9:30) - Mayor Dana Ralph, Chair

2. Communications and Public Comment

Public comment must relate to an action or discussion item on the agenda.

3. Report of the Chair

4. Director's Report

5. Consent Agenda - Action Items (9:45)

- a. Approve Minutes of Transportation Policy Board Meeting held July 13, 2023
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend a Change in Regional Transportation Plan Project Status for Four Projects
- d. Recommend Approval of an FTA Project Tracking Extension and Scope Change
- e. Recommend Certification of Pierce County Countywide Planning Policies

6. Action Item (9:50)

- a. Recommend Approval of Non-Voting Seats on the Transportation Policy Board – *Kelly McGourty, PSRC*

7. Action Item (10:05)

- a. Release Project Recommendations for Rural Town Centers and Corridors Program and Transportation Alternatives Program for Public Comment – *Sarah Gutschow & Doug Cox, PSRC*

8. Discussion Item (10:25)

- a. Regional Safety Plan Draft Scope of Work – *Gary Simonson, PSRC*

9. Discussion Item (11:00)

- a. Preparing for the 2024 Project Selection Process – *Kelly McGourty, PSRC*

10. Information Items

- a. From Pandemic To Prosperity: Downtowns Reimagined - Friday, September 29, 2023. [Registration Open!](#)
- b. Transportation Work Program Progress Tracker

11. Next Meeting: October 12, 2023, 9:30 – 11:30 AM

Major Topics for October:

- Recommend Approval of Projects for Rural Town Center and Corridors Program and Transportation Alternatives Program Funding
- Release 2025-2026 FTA Funding Recommendations for Public Comment

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 or mail.

For language or ADA assistance at PSRC board meetings, please contact us at (206) 464-7090 at least 72 hours in advance of the meeting. For TTY-based telecommunications relay service dial 711.

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Puget Sound Regional Council

MINUTES OF THE TRANSPORTATION POLICY BOARD

July 13, 2023

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 9:30 a.m. by Councilmember Ryan Mello, Vice Chair. Vice Chair Mello announced that the Transportation Policy Board (TPB) 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.

A quorum was established by roll call.

COMMUNICATIONS AND PUBLIC COMMENT

The board received one written comment via email. The board heard public comment from the following individual:

- Alex Tsimerman, SUA

REPORT OF THE CHAIR

Vice Chair Mello thanked outgoing member Mayor Becky Erickson. Mayor Erickson stepped down from the board as she has taken on the role of PSRC President. Vice Chair Mello made the following TPB membership announcements:

- Mayor Rob Putaansuu, Port Orchard changed positions and will represent Kitsap Transit.
- Senator Marko Liias and Senator Emily Randall have been appointed to the board representing the Senate Transportation Committee.
- Commissioner Jim Restucci has been appointed as member representing the Washington State Transportation Commission.
- Jeff DeVere from the Washington Trucking Association has been appointed as a non-voting alternate.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, highlighted consent agenda item 5.d which combined requests from six agencies to change the Regional Transportation Plan project status for ten projects. Ms. McGourty also directed members to the Transportation Work Program Tracker information item in the agenda packet. Staff will continue to brief the board on work in the upcoming months.

Ms. McGourty shared that members of the Executive Board have been encouraged to attend the July meeting in person. The TPB Chair and Vice Chair have been discussing holding an in-person TPB meeting in the fall. In-person attendance will be encouraged, however a remote option will also be provided. Members will be provided the date once it is determined.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held June 8, 2023
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend Certification of the Greater Downtown Kirkland Regional Growth Center Subarea Plans

ACTION: The motion was made by Commissioner Jim Restucci and seconded by Deputy Mayor Kristina Walker to adopt the Consent Agenda. The motion passed unanimously.

REGIONAL SAFETY SUMMIT DEBRIEF

Ms. McGourty, PSRC, shared that the PSRC Safety Summit hosted over 140 attendees. Four national speakers attended from the U.S. Department of Transportation, National Highway Traffic Safety Administration, National Safety Council and VISION Zero Network. The theme through the day was how we transition from the traditional approach of planning to a Safe System Approach, which is embedded in the Regional Transportation Plan (RTP).

In addition to the speakers, five jurisdictions provided table discussions on current initiatives and projects: Bellevue, Lynnwood, Poulsbo, University Place and Seattle. These were popular and well received by attendees. Participants also received a data presentation from the Washington State Department of Transportation (WSDOT) and PSRC's Craig Helmann. The presentation covered trends in safety data and equity as well as locational and situational data on crashes both at the region and state level. The afternoon program featured breakout sessions on safer streets and safer people. The breakouts provided the opportunity for dialogue and feedback.

Ms. McGourty provided key takeaway and common themes from the summit attendees, speakers, and issues highlighted. Staff will work on collating a full report on the summit to be completed by late July. Information from the summit will feed into scoping the Regional Safety Plan. The timeframe for scoping is expected August-September 2023. An RFP for consultant support will be launched in September. The anticipated adoption of a Regional Safety Plan is scheduled for the fourth quarter of 2024.

Board members shared feedback on what PSRC can do in the Regional Safety Plan to help local agencies and advance the region's safety goals. This included comments related to implementation of projects; traffic calming; providing a typology and context specific tools; providing regional data, tools and guidance that can be scaled to local areas; and providing assistance and guidance on engagement.

SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM UPDATE

Ben Bakkenta, PSRC, provided background on the Safe Streets and Roads for All (SSR4A) grant program. In February 2023, PSRC was awarded an SS4A consolidated grant in collaboration with the Cities of Burien, Everett, Redmond, Tukwila, Kent, and Pierce County. Staff are working with jurisdictions to finalize sub-award agreements.

Mr. Bakkenta shared details of the second round of funding for the SSR4A grant. PSRC reached out to all members to solicit interest in submitting a joint application for the second round of funding. Ten jurisdictions responded with interest: the Cities of Edmonds, Sultan, Kirkland, Renton, Federal Way, Bonney Lake, Fife, Shoreline, Eatonville, and Snohomish County. The joint grant application was submitted early July. Awards are expected to be announced in October.

Mr. Bakkenta noted that the grant does offer implementation funding however it will be challenging to fund small awards. The recommendation has been for jurisdictions to partner at a combined scale to improve the likelihood of grant funding.

EQUITY ADVISORY COMMITTEE UPDATE

Dr. Charles Patton, PSRC, reviewed the composition of PSRC's Equity Advisory Committee (EAC). Members have an expertise in equity and have been co-creating equity work with PSRC.

Dr. Patton reviewed the Regional Equity Strategy and provided a high-level overview of what has been accomplished. Dr. Patton shared details of what has been completed for capacity building, procurement and hiring and retention practices. Dr. Patton outlined details of PSRC's equity tracker which will be available in the fall. Additionally, PSRC is excited to share its new online resource, Legacy of Structural Racism in the Puget Sound region. The resource is available on PSRC's website and will help provide background on the history of racism in the region and how this informs current disparities.

Dr. Patton shared that the EAC is currently focused on the Transportation Equity Pilot. The EAC has provided suggestions for improved eligibility, criteria, and guidance. He reviewed the schedule for the pilot and noted that the board will be briefed on the Equity Pilot at the end of the year.

Noah Boggess, PSRC, provided more details on the feedback received from the EAC on the pilot during the past year. The feedback was categorized to three themes: suggestions for consideration in the equity pilot; suggestions related to broader policy and planning work; and suggestions outside the scope of PSRC. Mr. Boggess noted that volunteers from the EAC will join PSRC staff in the development of the equity pilot over the next month.

PSRC will host a training on the Racial Equity Impact Assessment tool on August 22. The interactive report is a resource to help jurisdictions address inequities. Members requested PSRC to share communication regarding the training.

SUMMER PLANNING ACADEMY

Mr. Boggess, PSRC, shared that PSRC is hosting a Summer Planning Academy (SPA). The goal of the program is to engage young people in the planning profession as well as to engage young people in a regular basis to provide input on PSRC's policies and program.

Mr. Boggess provided details of the recruitment process noting that most applications were from youth councils. Eighty applications were received from across the region with 25 students accepted into the program. Mr. Boggess provided a demographic breakdown of the applicants that also noted distribution by county.

The program begins July 21, and will be held at PSRC's offices. Mr. Boggess reviewed the schedule for the sessions.

PLAN REVIEW PROCESS

Maggie Moore, PSRC, shared that Comprehensive Plans will be due at the end of 2024. Ms. Moore shared important components of the plan review process, noting that it advances regional policy goals set in VISION 2050 and is a requirement to qualify for funding.

Ms. Moore provided an overview of the Plan Review Manual which offers jurisdictions a resource during their update process. She then covered three focus areas of certification and the potential certification outcomes. The Growth Management Policy Board and TPB review comprehensive plans and make recommendations to PSRC's Executive Board on each certification.

Ms. Moore briefed the board on plan review outreach. She highlighted 2023 outreach efforts such as webinars, outreach meetings, updated resources, and a quarterly

comprehensive planning newsletter. PSRC has also partnered with the Washington State Department of Commerce, Municipal Research and Services Center, and local jurisdictions to host the Passport to 2044 Comprehensive Plan Workshop Series. Webinar recordings are available on PSRC's YouTube page.

Ms. Moore gave an overview of PSRC's guidance, resource documents and data available on PSRC's website.

Vice Chair Mello acknowledged the information items included in the agenda.

ADJOURN

The meeting adjourned at 11:26 AM.

TPB MEMBERS & ALTERNATES PRESENT

Attachment A - Attendance Roster.

GUESTS and PSRC STAFF ATTENDING

(As determined by staff)

Ben Bakkenta, PSRC
Noah Boggess, PSRC
Nancy Buonanno-Grennan, PSRC
Kathryn Johnson, PSRC
Piset Khuon, PSRC
Alexa Leach, PSRC
Kelly McGourty, PSRC
Maggie Moore, PSRC
Casey Moreau, PSRC
Dr. Charles Patton, PSRC

Attachments:

A – Transportation Policy Board July 13, 2023, Attendance Roster

Transportation Policy Board - July 13, 2023							
Voting Members			✓	Non-voting Members			✓
King County	2	CM Girmay Zahilay	1	Associate Members			
		CM Dave Upthegrove	1	Island County	1	COMM Melanie Bacon	
		Vacant Alt				COMM Jill Johnson Alt	
		Vacant Alt		Thurston Regional Planning Council	1	MYR Andy Ryder, Lacey Marc Daily	
Seattle	2	CM Dan Strauss		Public Agency Members			
		CM Alex Pedersen	1	Puget Sound Clean Air Agency	1	CM Megan Dunn	1
		CP Debora Juarez Alt				Christine Cooley Alt	
Bellevue	1	CM Jennifer Robertson	1	Freight Mobility Strategic Investment Board	1	Vacant	
		CM Janice Zahn Alt	1			Vacant Alt	
Cities/Towns	3	CM Kate Kruller, Tukwila	1	WA Transportation Improvement Board	1	Vacant	
		MYR Dana Ralph, Kent, Chair	1			CM Sam Low, Snohomish Co. Alt	
		MYR Mary Lou Pauly, Issaquah		PSRC Committees			
		CM Peter Kwon, SeaTac Alt	1	Regional Staff Cmte.	1	Vacant	
		CM Wendy Weiker Mercer Isl Alt				Vacant Alt	
		DEP MYR Jay Arnold, Kirkland Alt	1				
Local Transit	1	CM Rod Dembowski	1	Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.	1
		Vacant Alt				Shane Weber, Bremerton Alt	1
Kitsap County	1	Vacant		Transportation Operators Cmte.	1	Peter Heffernan, King County	1
		COM Charlotte Garrido Alt				Lindsey Sehmel Alt, Pierce Transit	
Bremerton	1	MYR Greg Wheeler	1	Private/Civic Members-Business/Labor			
		CP Jeff Coughlin Alt	1	WA Trucking Associations exp. 12/31/25	1	Sheri Call	
Cities/Towns	1	Vacant				Jeff DeVere Alt	1
		CM Leslie Schneider, Bainbridge Isl Alt	1	Vacant exp. 12/31/25	1	Vacant	
Local Transit	1	MYR Rob Putaansuu, Port Orchard	1			Vacant Alt	
		CM John Clauson, Port Orchard Alt	1	Seattle Met. Chamber of Commerce exp. 12/31/25	1	Lorelei Williams, WSP USA	1
Pierce County	1	CM Ryan Mello, Vice Chair	1	Master Builders of Pierce County exp. 12/31/23	1	Amy Grotefendt, Enviroissues Alt	
		CM Dave Morell Alt				Jessie Gamble	
Tacoma	1	DEP MYR Kristina Walker	1			Jason Gano Alt	
		CM Olgy Diaz Alt		Private/Civic Members-Community/Environment			
Cities & Towns	1	CM Tim Ceder, Milton	1	Seattle Aging & Disability Services exp. 12/31/23	1	Dinah Stephens	
		MYR Josh Penner, Orting Alt	1			Vacant Alt	
Local Transit	1	CM Marty Campbell, Pierce County		Vacant exp. 12/31/25	1	Vacant	
		MYR Daryl Eidinger, Edgewood Alt				Vacant Alt	
Snohomish County	1	CM Jared Mead		Public Health Seattle/ King County exp.12/31/23	1	Dr Faisal Khan, Seattle-King County	
		CM Strom Peterson Alt				Dennis Worsham, Snohomish Co. Alt	
Everett	1	CM Ben Zarlingo	1	Vacant exp. 12/31/23	1	Vacant	
		MYR Cassie Franklin Alt				Vacant Alt	
Cities/Towns	1	CM Jan Schuette, Arlington	1	Non-voting	16	Non-voting members present	6
		MYR Pro Tem Stephanie Vignal, Mill Creek Alt		Ex-Officio Non-Voting Members			
Local Transit	1	CM Kim Daughtry, Lake Stevens	1	State Legislators	87	Districts within PSRC's boundary	
		CM Jan Schuette, Arlington Alt					
Regional Transit	1	CM Ed Prince, Renton	1				
		MYR Kim Roscoe, Fife Alt					
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	1				
		COM Cary Bozeman, Bremerton Alt					
WA Trans. Commission	1	COM Jim Restucci	1				
		COM Nicole Grant Alt					
WSDOT	1	Robin Mayhew	1				
		Todd Lamphere Alt	1				
Legislative Transportation Cmte. (Not Counted for Quorum)						Abbreviations	
House Transportation Cmte.	2	Vacant				CHRMN Chairman	
		REP Jake Fey, D Alt	1			CM Councilmember	
		REP Dan Griffey, R				CP Council President	
		REP Andrew Barkis, R Alt				COM Commissioner	
Senate Transportation Cmte.	2	SEN Marko Liias, D				MYR Mayor	
		SEN Emily Randall, D Alt				DEP MYR Mayor	
		Vacant, R				SEC Secretary	
		Vacant, R Alt				ASST SEC Assistant Secretary	
Voting	32	(Quorum = 14) Quorum Total	21			REP Representative	
		Total Voting members present	28			SEN Senator	



Puget Sound Regional Council

CONSENT AGENDA

September 7, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)**

IN BRIEF

Eight agencies submitted ten 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 2023-2026 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 (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), and Bus and Bus Facilities Formula (5339).

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 is one request from King County Metro for modifications to PSRC's FTA funds for this amendment. The modification was found to be consistent with PSRC's project tracking policies and was reviewed and recommended by the Transportation Operations Committee (TOC) at its meeting on August 23, 2023.

The agency requests to redistribute \$14,560,309 in 2024 FTA funds from its "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024" project to its "Trolley Energy Storage System Replacement" project. The redistribution is needed because the Energy Storage System units on Metro's fleet of electric trolley buses are at or beyond their useful life and are beginning to fail, so obtaining replacement units is critical to the agency's continued operation of these zero emission coaches. The "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024"

scope will not change as the project will displace the federal funds used for vehicle maintenance with other funding sources. The “Trolley Energy Storage System Replacement” project scope will remain the same because this project is 100% federally funded due to the use of toll credits as match, so adding additional federal funds will increase the percentage Metro is able to receive in FTA reimbursements.

Federal and State Fund Source Descriptions

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

5337 HIFG	FTA funding for maintenance, replacement, and rehabilitation of high-intensity fixed guideway systems to help maintain transit assets in a state of good repair.
CWA	State Connecting Washington Account.
Demonstration	Federal demonstration projects are identified through appropriation bills approved by Congress.
HSIP	Highway Safety Improvement Program for safety work on public roads.
MAW	State Move Ahead Washington Account.
MVA	State funds from the Motor Vehicle Account.
NHPP	Provides support for the condition and performance of the National Highway System (NHS).
Other TIB	Transportation Improvement Board funding for street construction and maintenance.
RAISE	Rebuilding American Infrastructure with Sustainability and Equity discretionary funding for road, rail, transit, and port projects.
Safe Routes to School	Funding program to enable and encourage children to walk and bicycle to school.

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

Attachments:
Exhibit A

Month: September

Year: 2023

**Project(s) Proposed for
Routine Amendment to 2023-2026 TIP**

Exhibit A

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	UPWP	Other Amend
1. Des Moines	S 240th St Improvements New project programming preliminary engineering, right-of-way, and construction phases to widen the roadway, add a bike lane, and make improvements to curb, gutter, and sidewalk between 20th Ave S and 16th Ave S, and complete the south segment of the Barnes Creek Trail along the north side of the roadway.	\$3,500,000	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,465,000	Local				
		\$5,965,000	Total				
2. Fife	62nd Ave E Multimodal Improvements New project programming preliminary engineering, right-of-way, and construction phases for multimodal improvements to 62nd Ave E including raised crosswalk, lane number and width reductions, buffered bike lanes, and a shared-use path.	\$3,092,080	Federal Safe Routes To School	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$160,000	Local				
		\$3,252,080	Total				
3. King County Department of Transportation (Transit)	Trolley Energy Storage System Replacement Existing project redistributing funds from MET-244: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 for energy storage system replacement.	\$14,560,309	Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			Local				
		\$14,560,309	Total				

5.b - Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	UPWP Other	Amend	
4. Kitsap County	Sidney & Pine New project programming preliminary engineering, right-of-way, and construction phases to install a four-leg, single lane roundabout at Sidney Road SW and SW Pine Road.	\$3,210,000	Federal HSIP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,210,000	Total				
5. Lakewood	South Tacoma Way - 88th to North City Limits Existing project programming a construction phase to complete pavement overlay and rehabilitation and install curb, gutter, sidewalk, bike, lanes, and ADA compliant ramps and facilities along the corridor.	\$2,500,000	Federal Demonstration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,668,934	Local				
		\$4,168,934	Total				
6. Lynnwood	Poplar Way Extension Bridge Existing project programming a construction phase to construct new six-lane bridge over I-5 between the intersections of 196th St SW and Poplar Way and 33rd Ave W and Alderwood Mall Blvd, including sidewalk, shared use path, intersection modifications at both ends, and a tunnel for the Interurban Trail.	\$25,000,000	Federal RAISE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$10,000,000	State				
		\$5,000,000	Other TIB				
		\$2,085,000	Local				
		\$42,085,000	Total				

5.b - Exhibit A

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	Other	UPWP Amend
7. Seattle	Pedestrian Scale Lighting New project programming preliminary engineering and construction phases for pedestrian scale illumination and ADA curb ramps on S Dearborn St, S King St, and 12th Ave S between 5th Ave S, S Dearborn St, 12th Ave S, and S Main St.	\$2,556,000	State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$585,000	Local				
		\$3,141,000	Total				
8. WSDOT Northwest Region	SR 104/NE 195th St Vicinity - Gabion Wall Replacement New project programming preliminary engineering and construction phases to replace existing gabion wall with a soldier pile wall to maintain and preserve the roadway structure.	\$4,203,684	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$119,247	MVA				
		\$4,322,931	Total				
9. WSDOT Olympic Region	SR 302/118th Ave NW Intersection - Compact Roundabout Existing project adding funds to preliminary engineering and construction phases and programming a right-of-way phase to construct a compact roundabout.	\$211,794	Federal HSIP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$10,758	MVA				
		\$222,552	Total				
10. WSDOT Olympic Region	I-5/Dupont to Lakewood - Shared Use Path New project programming preliminary engineering and right-of-way phases to construct a pedestrian/bike path between Steilacoom- Dupont Road and Berkeley Street.	\$5,667,913	CWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,667,913	Total				



Puget Sound Regional Council

CONSENT AGENDA

September 7, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend a Change in Regional Transportation Plan Project Status for Four Projects

IN BRIEF

Two agencies have submitted four requests to change the status of Regional Capacity Projects. Per PSRC's adopted procedures, requests to change a project status require Board action.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board authorize the changes in project status for the four Regional Capacity Projects detailed in Exhibit A from "Candidate" to "Approved."

DISCUSSION

The Regional Transportation Plan contains policies requiring PSRC's Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in the Regional Transportation Plan are designated as Candidate, Approved, or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but that one or more of the following has not yet been completed: environmental documentation and approvals, financial plan, and/or other planning requirements. A project's status is changed to Approved once these requirements have been met. Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final signatures on its environmental documentation but has completed all other requirements,

the Executive Board may grant Conditional Approval. Once the final details have been completed, staff has the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

Four projects are requesting change in project status changes from “Candidate” to “Approved.” Additional details of each project are provided in Exhibit A, including the project description and criteria applied to review the project for the requested status change.

For more information, please contact Mitch Koch at 253-356-5481 or mkoch@psrc.org

Attachments:

Exhibit A: Regional Capacity Projects Status Change Requests

EXHIBIT A: REGIONAL CAPACITY PROJECTS STATUS CHANGE REQUESTS

Sponsor	Project Title	Project Description	Total Project Cost	Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
REQUESTING CHANGE FROM "CANDIDATE" TO "APPROVED"									
Seattle	23 rd Ave Bus Rapid Transit Project	This project includes improvements to increase transit speed, reliability, and access along 23 rd / 24 th Avenue, E Montlake Place, Montlake Boulevard, Pacific Street, and 15 th Avenue NE between the Rainier Beach and University District Link Light Rail Stations. Improvements include bus only or Business Access Transit lanes, queue jumps, channelization, and signal optimization for buses. The 23 rd Ave Bus Rapid Transit project is a portion of the broader RapidRide Corridor 4: Rainier Valley to U-District investment included in the Regional Transportation Plan.	\$4,028,247	This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	NEPA Documented Categorical Exclusion (DCE) was issued March 2023.	N/A	The project is fully funded with \$1,153,000 of federal funds and \$2,875,247 of local funds for a total project cost of \$4,028,247 in 2022 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.
Seattle	Rapidride Roosevelt (J-Line), Eastlake Segment Project	The Eastlake segment of the Rapidride Roosevelt project is located on Eastlake Avenue E from Fairview Avenue N to Fuhrman Avenue E. Improvements include roadway re-channelization and repaving, new protected bike lanes, station platforms and station access improvements, and signal upgrades. Work also includes pedestrian-scale lighting at stations, and communication infrastructure. The Rapidride Roosevelt (J-Line), Eastlake Segment project is a portion of the broader RapidRide Corridor 7 investment included in the Regional Transportation Plan, which extends south to King Street Station, and north to Northgate Link Light Rail Station.	\$5,950,000	This project is consistent with regional policies.	The project received a benefit-cost analysis rating of High based on the FTA's Small Starts rating process.	NEPA Finding of No Significant Environmental Impact (FONSI) was issued by FTA April 2022. SEPA Determination of Non-Significance (DNS) was issue May 2022.	The City of Seattle has entered Memorandums of Agreement with King County for Design & Construction and Operations & Maintenance.	The project is fully funded with \$4,000,000 of federal funds and \$1,950,000 of local funds for a total project cost of \$5,950,000 in 2020 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.
WSDOT	SR 9: Marsh Rd. to 2nd St. Widening Project	This project will widen the SR 9 corridor to four lanes with pedestrian, bicycle, and intersection improvements from milepost 8.41 to 9.68. This project will also include construction of a second bridge over the Snohomish River and painting of the existing bridge.	\$141,948,369	This project is consistent with regional policies.	The project received a benefit-cost analysis rating of Medium based on the SR 9 Corridor Planning Study.	SEPA Determination of Non-Significance (DNS) was issued February 2022.	N/A	The project is fully funded with \$141,948,369 of state funds in 2023 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.
WSDOT	SR 305/Winslow Ferry to Hostmark St - Safety Improvements Project	This project will construct roundabouts along SR 305 at the intersections of Port Madison, Adas Will Lane, and Totten Road.	\$29,465,960	This project is consistent with regional policies.	Project cost is less than \$100,000,000, so benefit-cost analysis is not required.	SEPA is expected to be issued October 2023.	N/A	The project is fully funded with \$29,465,960 of state funds in 2023 year of expenditure dollars.	Approving this project will not change the region's air quality conformity determination.



Puget Sound Regional Council

CONSENT AGENDA

September 7, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Approval of an FTA Project Tracking Extension and Scope Change

IN BRIEF

PSRC routinely monitors the progress of funds awarded to transit agencies from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The Transportation Operators Committee (TOC) recently reviewed a delayed Sound Transit project and recommended a scope change and extension, per guidelines established in PSRC's adopted Project Tracking Policies.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve a scope change and extension to December 31, 2023 for Sound Transit's delayed "Commuter Rail Project: Seattle to Lakewood."

DISCUSSION

Per PSRC's Project Tracking Policies, PSRC monitors its regionally managed FTA and FHWA funds on an ongoing basis to ensure their timely and predictable usage. For delayed transit projects, the TOC reviews the reasons for the delay and develops recommendations based on whether the reason for the delay is considered "reasonable" or "unreasonable" per adopted policy. The primary consideration in determining whether a delay would be considered reasonable is whether the delay is due to factors outside of the agency's control.

At its meeting on August 23, 2023, the TOC reviewed Sound Transit's delayed "Commuter Rail Project: Seattle to Lakewood." PSRC funds were awarded in 2018 for

the right-of-way phase to expand Sounder South line capacity in King and Pierce Counties, including extending station platforms to accommodate 10-car trains, nonmotorized access improvements and track and signal upgrades. The project has been delayed due to the realignment of Sound Transit's financial plan during the COVID pandemic, and the right-of-way phase is now on hold until 2025.

Per policy, the reason for and the length of the delay was determined to be unreasonable. As an alternative, Sound Transit requested that funds be moved from the right-of-way phase to the preliminary engineering/design phase, which would allow the funds to be obligated sooner. This change of phase is considered a scope change from the original competitive award.

Sound Transit provided information ensuring that the full scope of the project would still be delivered with the requested change in phase and that engineering and environmental work was progressing. With this additional information the TOC voted unanimously to recommend approval of the scope change and an extension to December 31, 2023.

For additional information, please contact Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822.



Puget Sound Regional Council

CONSENT AGENDA

September 7, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Recommend Certification of Pierce County Countywide Planning Policies

IN BRIEF

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

RECOMMENDED ACTION

The Transportation Policy Board should recommend that the Executive Board certify that the countywide planning policies for Pierce County are consistent with the VISION 2050 multicounty planning policies and the Regional Transportation Plan.

DISCUSSION

A major emphasis of the Washington State Growth Management Act 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 have worked together to develop a 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 multicounty planning policies included in VISION 2050 (MPP-RC-13). The countywide planning policies provide guidance to Pierce County and its cities and towns to guide the update of their local comprehensive plans and development regulations.

Pierce County and its cities adopted and ratified a major update to the countywide planning policies (CPPs) on May 17, 2022 (Ordinance 2022-29) and ratified on November 14, 2022. Exhibit A of the CPPs including the population, housing, and employment targets was updated to reflect the state provided housing need allocations and adopted on June 20, 2023 (Ordinance 2023-22s).

The adopted Policy & 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 countywide planning policies update aligns with the multicounty planning policies, the Regional Growth Strategy in VISION 2050, and achieves several local initiatives pursued by the county and its cities. Notable changes include a new Tribal coordination chapter developed in coordination with the Puyallup Indian Tribe, and a new Health in planning chapter developed in coordination with Tacoma-Pierce County Public Health. The CPPs also address the environment, affordable housing, military installations, transportation, countywide centers, and other planning issues. The county's 2044 population, housing, and employment growth targets for 2024 are provided as an Exhibit A to the countywide planning policies but are adopted independently by the county.

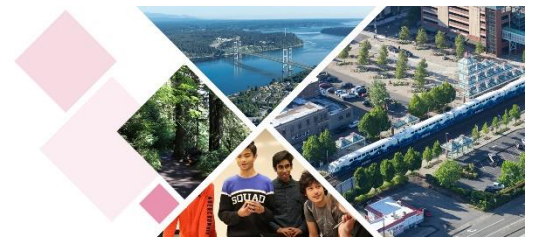
The update process included extensive work by the staff group, the Growth Management Coordinating Council, engagement with city councils through the Pierce County Regional Council, public comment, and the county's legislative process. PSRC reviewed the CPPs and found the policies substantially address the VISION 2050 multicounty planning policies and the Regional Transportation Plan. PSRC staff coordinated with county and countywide staff in the review of the policies and drafting of the certification report.

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

Attachments:

A – Pierce County CPP Certification Report

Countywide Planning Policies Plan Review Certification Report



Pierce County Countywide Planning Policies

AUGUST 31, 2023

Pierce County adopted a major update to the countywide planning policies (CPPs) on May 17, 2022, (Ordinance 2022-29), which were subsequently ratified on November 14, 2022. The CPPs were updated to align with the multicounty planning policies and the Regional Growth Strategy in VISION 2050, reflecting local context for the regional policy framework and outlining a countywide vision for the future of Pierce County and its cities. Notable changes to the policies include new and revised policies focused on planning for affordable housing, healthy communities, climate, military installation compatibility, and tribal consultation.

The Pierce County Countywide Planning Policies were updated through a collaborative process including staff from Pierce County, cities, the Puyallup Tribe, and the Port of Tacoma, with input from the Puget Sound Regional Council and state agencies. Recommendations from the Growth Management Coordinating Committee (staff) were made to the Pierce County Regional Council. Action adopting the updated policies was made by the Pierce County Council and ratified by the cities.

Pierce County adopted Exhibit A with housing, population, and employment targets on September 3, 2022 (Ordinance No. 2022-46s), although the exhibit is not a formal part of the countywide planning policies. The Pierce County Council readopted the growth targets with housing need allocations in June 2023 to implement HB 1220 as well as adjustments to the adopted housing targets to be consistent with the state housing need allocation (Ordinance No. 2023-22s).

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 [Policy and 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 Pierce County and GMCC staff and reviewed information provided by staff to prepare this report.

CERTIFICATION RECOMMENDATION

Based on review of the countywide planning policies using the [VISION 2050 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 Pierce County are consistent with the VISION 2050 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 summarizes 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 using the VISION 2050 Consistency Tool for Countywide Planning Policies. This section follows the order and content established in the 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

VISION 2050 calls for the countywide planning policies to address the following topics:

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.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for regional collaboration:

- Policies emphasize joint planning and collaboration between the cities, the county, and the port. (TR-7-8)
- A new policy chapter recognizes the importance and provides a detailed framework for working with Tribal governments and preserving treaty rights. (Policies TC-1-5)
- A new policy chapter addresses the importance and benefits of coordinating with Joint Base Lewis McChord and the need to jointly address challenges, such as housing and transportation. (MI1-5)
- New policies address equity, including a new Health chapter and policy that seeks to identify and mitigate the equity impacts of policy, regulation, and development proposals (H-3), and transportation policies that consider equity (TR-4).

DISCUSSION

- Pierce County's new chapter on Tribal Consultation is an impressive set of policies that will further development of strong relationships between the county, cities and Tribes, helping to work towards mutually agreed upon objectives for transportation, economy, and the environment.
- VISION 2050 encourages the use of a system of regional, countywide, and local centers as a means to organize infrastructure planning and prioritize funding. Pierce County has a detailed framework of regional centers, countywide centers, and centers of local importance. As the county reevaluates its countywide funding process it will be important to ensure consistency with the countywide policies that prioritize centers.

Regional Growth Strategy

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

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.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for the Regional Growth Strategy:

- ☑ A policy chapter that guides a collaborative process for adopting housing and employment targets consistent with VISION 2050 and directs inclusion of targets in local comprehensive plans (chapter GT).
- ☑ Policy GT-6 directs a target reconciliation process.

DISCUSSION

- Pierce County is commended for a collaborative process to develop growth targets that implement VISION 2050. While, Pierce County adopts growth targets separately from the countywide planning policies and therefore they are not included in certification, PSRC looks for substantial consistency with adopted growth targets during certification review of local plans. Pierce County adopted growth targets in 2022 in Ordinance No. 2022-46s and recently updated the housing targets and adopted income-level housing need allocations on June 20, 2023, with Ordinance No. 2023-22s.
 - Overall, the county's growth targets are more closely aligned with VISION 2050 and orient much of Pierce County's growth in larger cities and areas with greater transit service. As noted in Pierce County Ordinance No. 2022-46s, the population and employment targets for Core Cities are lower than planned for by VISION 2050 and significant growth is planned for the unincorporated urban area, both within the HCT Communities designation (near transit) and outside of the transit service area. As communities and Pierce Transit continue to plan for growth it will be important to ensure implementation of the planned Pierce Transit Bus Rapid Transit (BRT) lines that support a significant portion of the county's growth allocation, especially in unincorporated urban areas, or to reassess growth allocations to the urban unincorporated areas if BRT service is significantly delayed. Core Cities, which collectively have lower targets than VISION 2050, are encouraged to plan for their full targets and to seek opportunities to more closely align with VISION 2050.
 - Growth targets are directly included in other county CPPs. Pierce County is advised to consider formally incorporating targets in future updates to reduce certification risks for individual comprehensive plans.
- VISION 2050 and the Regional Growth Strategy emphasize transit-supportive densities and growing near high-capacity transit station areas, such as future bus rapid transit stops, where services and infrastructure exist and are planned. Local plans should focus growth and support transit-supportive densities in centers and near high-capacity transit station areas beyond designated centers. (MPP-RC-8, MPP-RGS-8, H-7-8, MPP-DP-22).

Environment

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

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 gases and stormwater.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for the environment:

- A comprehensive set of environmental policies support a coordinated, inter-jurisdictional approach to protecting natural and critical areas and minimize impacts from pollution (chapter ENV).
- Policy support for working collaboratively with the Puget Sound Partnership to protect the species, habitat, and biodiversity of Puget Sound (ENV-4).
- Policies to plan for the provision and designation of open space (ENV11-18).

DISCUSSION

The certification review found the CPPs to be generally aligned with the environmental policies of VISION 2050.

Climate Change

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

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.**

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for climate change:

- Policy to explore creating a Pierce County coalition to address the impacts of climate change on a regional scale that recognizes the clear and present danger posed by climate change (ENV-6).
- Updated policies address adaptation and mitigation of climate change strategies, including sea level rise and resiliency (ENV-40).

- ☑ Policy to avoid, mitigate, and reverse climate impacts on disproportionately impacted communities, including Black, Indigenous, communities of color, populations without permanent shelter, and low-income residents (ENV40.1.3).
- ☑ Policy to direct development to urban areas and centers to support carbon sequestration in natural areas (ENV-44).
- ☑ Policy to meet state goals for reducing greenhouse gas emissions (ENV-41).

DISCUSSION

- The Pierce County CPPs have thorough support for mitigating and responding to climate change impacts. The state Legislature recently passed HB 1181, which stipulates additional planning requirements related to climate change and resilience. The CPPs may need to be further amended to ensure consistency with HB 1181.

Land Use/Development Patterns

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

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.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for Land Use/Development Patterns:

- ☑ A new policy chapter on public health considers human health consideration and works to address disparities in opportunity through public investments (H-3.5, 4).
- ☑ Policies work implement the Regional Centers Framework, including detailed policies to designate countywide centers and centers of local importance. (Centers chapter)
- ☑ Policies support coordinated land use and transportation planning and encourage transit-oriented development in centers (TR-6.4.1-6.4.4).
- ☑ Policies to protect the rural areas from urban encroachment and to persevere agricultural and resource lands. (RUR-2-7, AG-4, 6, 7, TR-6.2)

DISCUSSION

The certification review found the CPPs to be generally aligned with the development pattern policies of VISION 2050.

Housing

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

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**.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for housing:

- ☑ Policies support meeting the full range of affordable and moderate income housing needs through a range of strategies, including housing action plans and the adoption of innovative techniques. (AH-2)
- ☑ Support for a countywide housing affordability program. (AH-4)
- ☑ Direction to periodically monitor and assess housing needs and the accommodation of 20-year allocations. (AH-6)
- ☑ Policy to identify potential, physical, economic, and cultural displacement and to use a range of strategies to prevent and mitigate impacts of displacement. (AH-8)

DISCUSSION

- The county adopted population and housing targets in 2022 and recently adopted revised housing targets along with housing need allocations to implement requirements in HB 1220. (Ordinance No. 2023-22s, June 20, 2023)

Economy

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

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**.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for the economy:

- ☑ Policy to achieve a prospering and sustainable regional economy by supporting business and job creation, investing in all people, sustaining environmental quality, and created great central places, diverse communities, and high quality of life. (EC-1)

DISCUSSION

- While the housing chapter recognizes and works against residential displacement, a similar policy approach that addresses physical, economic, and cultural displacement of existing businesses could be valuable to add to the economic chapter, consistent with MPP-Ec-12.

Transportation**SCOPE OF REVIEW**

VISION 2050 calls for the countywide planning policies to address the following topics:

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.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for transportation:

- ☑ Policies promote a sustainable and coordinated multi-modal transportation system that aligns with the Regional Transportation Plan and the Regional Growth Strategy and provides current and future generations with transportation infrastructure and services that offer mobility for all users in an equitable, efficient, clean, and cost effective manner. (TR-1)
- ☑ Support for Target Zero and meeting transportation safety goals of zero deaths and serious injuries. (TR-2)
- ☑ Policy to consider equity, inclusion, and access to opportunity, including prioritizing investments for historically underserved communities. (TR-4)
- ☑ Policies support coordination between land use and transportation planning, including locating new transportation facilities near new growth and prioritizing multimodal improvements that support the Regional Growth Strategy. (TR-6)

DISCUSSION

- VISION 2050 continues the regional policy to prioritize transportation investments in centers and near transit, where growth is most likely to occur. A countywide subcommittee has been exploring transportation funding process. Any changes to the countywide funding process should continue to prioritize countywide centers, high-capacity transit areas, and designated local centers. County-level and local funding are also appropriate to prioritize for regional centers.
- Achieving regional goals to provide transportation alternatives, manage congestion, reduce vehicle miles traveled, and mitigate pollution requires providing access to high quality transit service throughout the urban area. While the Pierce County CPPs support the use of transit, policies should be considered that directly support the expansion of the Pierce Transit service area and for land use patterns designed to support transit use and operations.

Public Services

SCOPE OF REVIEW

VISION 2050 calls for the countywide planning policies to address the following topics:

- 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.

WHAT'S IN THE POLICIES

The Pierce County CPPs work to advance regional policies and objectives for public services:

- Policies to provide urban services within urban areas and to design public facilities in the rural area to be a size and scale appropriate to rural locations. (RUR11-12)
- Clear policies on the siting of essential public facilities. (EPF-1-7)

DISCUSSION

- The certification review found the CPPs to be generally aligned with the public service policies of VISION 2050.

Conclusion and Next Steps

PSRC congratulates Pierce County and its cities for working collaboratively on this major update of the Countywide Planning Policies and through the plan review and certification process. The policies effectively address regional requirements for countywide planning policies, demonstrate 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.



Puget Sound Regional Council

ACTION ITEM

September 7, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend Approval of Non-Voting Seats on the Transportation Policy Board**

IN BRIEF

Non-voting community representatives are an important part of PSRC's policy boards. They speak to perspectives that go beyond the boards' traditional membership of counties, cities, transit agencies, ports and the state, and they help the board coordinate with other important public agencies. Recruiting for the non-voting seats can be challenging, however, and while many of the representatives are very active, some seats remain vacant and some members do not fully participate.

This memo recommends updating the composition of non-voting seats on the Transportation Policy Board and details procedures for recruitment of non-voting seats, in conjunction with parallel changes to the Growth Management Policy Board, to enhance recruitment and secure meaningful and productive participation.

RECOMMENDED ACTION

The Transportation Policy Board should adopt the proposed changes to the composition of non-voting seats as shown on Attachment A.

DISCUSSION

After discussion with the Executive Committee, PSRC staff worked with Policy Board leadership to craft the proposed changes for non-voting seats. These changes seek to

enhance recruiting for non-voting members and provide a new opportunity for participation by PSRC's Equity Advisory Committee.

Background

The two policy boards each have eight at-large non-voting seats: four for Community / Environment and four for Business / Labor. Seats are three-year positions with staggered recruitment years. Attachment A illustrates the current composition and voting structure of the Transportation Policy Board. PSRC's interlocal agreement discusses creating an opportunity for community groups and individuals, although this has evolved to the current categories of "Community / Environment" and "Business / Labor." The "Business / Labor" category is typically harder to recruit for and maintain.

In addition to the eight non-voting community seats, the Transportation Policy Board has defined non-voting seats for "Public Agencies" and "PSRC Committees," including the Puget Sound Clean Air Agency, Transportation Improvement Board, Freight Mobility Strategic Investment Board, Regional Project Evaluation Committee, and Transportation Operators Committee.

While the interlocal agreement saw an opportunity for individual citizens to participate as non-voting members, identifying an individual that would represent distinct communities, areas or groups around the region is challenging. The establishment of PSRC's Equity Advisory Committee created a new way to recruit individuals to bring different perspectives to PSRC's work and raised the question of how to continually connect the committee's efforts to the policy boards.

After discussions with the Executive Committee and in coordination with the Chairs and Vice Chairs of the two policy boards, the following is a proposal for updating the policies and procedures for non-voting board seats.

Increase Flexibility and Participation

There are challenges in recruiting a diverse and engaged roster of interested organizations, and attendance is often irregular by appointed members for a variety of reasons – e.g., commitment to monthly meetings whose agendas may not always have direct relevance to their area of interest.

1. It is proposed that the current two categories of "Community / Environment" and "Business / Labor" be merged into a single category entitled "**Civic Representative**." This will remove the current required limits between the two categories and allow for greater flexibility in both recruitment and appointments in any given cycle.

2. Given their close relationship to the work of the agency and their historic participation as non-voting members, it is proposed to include a seat to be shared by the four **Public Health Agencies** as one of the defined Public Agencies non-voting seats on both boards.
3. The designated Public Agency seats on the Transportation Policy Board for the **Transportation Improvement Board and Freight Mobility Strategic Investment Board** are proposed to be removed, given continued vacancies from these agencies and since WSDOT and the Transportation Commission provide representation within this sector via their voting seats. These agencies may opt to apply for the rotating non-voting seats on the board in the future.
4. It is further proposed to include a non-voting seat for the **Equity Advisory Committee** (EAC) as part of the non-voting PSRC Committees seats for both boards. This will bring the important voice of this PSRC advisory committee to each table.
5. It is further proposed that the current structure of eight at-large non-voting seats be modified to “**up to six**” seats to provide additional flexibility depending on the applicants at any given time and to achieve robust participation. This also reflects the use of two non-voting seats for the changes suggested above for the health departments and the EAC.

Recruitment

Reflecting the above proposed changes, the “job description” of the policy board non-voting seats would be modified to read as follows:

Non-voting seats are intended to represent community interests and perspectives to aid policy discussions and decision making of PSRC’s Transportation Policy and Growth Management Policy Boards. Non-voting seats may include representatives of business, labor, community, or environmental organizations or individuals that bring additional perspectives to the board, with a commitment to collaboration and advancement of adopted regional policies and the mission of PSRC. Individuals not representing a larger organization may include students or others that bring unique experience and background relevant to the work program of either policy board.

The application for non-voting seats will also ask the organization to make a commitment to participate on a regular basis. A non-attendance clause is proposed to be included to allow for review and potential revocation of membership after a certain number of absences.

Since many regional civic organizations are based in King County, recruitment from the other three counties continues to be challenging. PSRC commits to enhanced efforts to build relationships and pursue contacts with organizations in the other three counties.

It is also proposed that recruitment and appointment opportunities be allowed on an as-needed basis, rather than the current structure of three-year staggered terms on a once-a-year schedule. This will allow for greater flexibility and potentially more opportunity to engage a larger pool of candidates. The proposal would retain the three-year terms for appointed members, but with these revisions, terms would begin fresh in January 2024. Open recruitment will be available on PSRC's website throughout the year to allow flexibility in appointing new members as needs arise.

Next Steps

After action by the Transportation Policy Board, the Executive Board will be asked to take final action on the revised composition for both policy boards in September. The revised structure would then be implemented for the 2023 non-voting seat recruitment process to be conducted in the fall.

Staff will update the application materials for non-voting seats to better reflect the expectations of the positions and experience sought for representation. A more visible web presence will also be developed for more robust and ongoing recruitment and engagement.

For more information, please contact Josh Brown at 206-464-7515 or jbrown@psrc.org.

Attachments:

A - Proposed Amendments to Transportation Policy Board Composition

TRANSPORTATION POLICY BOARD

6.a - Att. A

Approved by Executive Board on June 26, 2014

September 2023 Proposed Revisions

Organizations		Representatives	
Voting TPB Members	King County	County	2
		Largest City (Seattle)	2
		Metropolitan Center (Bellevue)	1
		Other Cities/Towns	3
		Local Transit	1
	Kitsap County	County	1
		Metropolitan Center (Bremerton)	1
		Other Cities/Towns	1
		Local Transit	1
	Pierce County	County	1
		Metropolitan Center (Tacoma)	1
		Cities/Towns	1
		Local Transit	1
	Snohomish County	County	1
		Metropolitan Center (Everett)	1
		Cities/Towns	1
		Local Transit	1
	Regional Transit Agency	Sound Transit	1
	Federally Recognized Tribes	Muckleshoot Tribal Council	1
		Puyallup Tribe	1
Suquamish Tribe		1	
Subtotal City/County, Federally Recognized Tribes		25	
Statutory Members	Ports (Seattle, Tacoma, Everett, Bremerton)	1	
	State Transportation Commission	1	
	State Department of Transportation	1	
State Legislative Transportation Committee	House	2	
	Senate	2	
Subtotal Statutory, Legislators		7	
Total Voting Members		32	
Non-Voting TPB Members	Associate Members	Island County	1
		Thurston Regional Planning Council	1
	Public Agencies	Puget Sound Clean Air Agency	1
		WA State Transportation Improvement Board	—
		Freight Mobility Strategic Investment Board	—
		Public Health Agencies	1
	PSRC Committees	Regional Staff Committee	1
		Regional Project Evaluation Committee	1
		Transportation Operators Committee	1
		Equity Advisory Committee	1
	Private/Civic Members	Business/Labor	—
Community/Environment		—	
At-Large Representatives		6	
Total Non-Voting Members		14	
TOTAL VOTING AND NON-VOTING MEMBERS		46	

**Ex Officio
TPB
Members**

State legislators whose districts are wholly or partly within the Regional Council's boundaries are non-voting ex officio members.
(As required by Engrossed Senate Bill 5245, passed in the 2003 Legislature)



Puget Sound Regional Council

ACTION ITEM

September 7, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Release Project Recommendations for Rural Town Centers and Corridors Program and Transportation Alternatives Program for Public Comment**

IN BRIEF

In May and June 2023, PSRC released calls for projects under two separate project selection processes: the Rural Town Centers and Corridors Program and the Transportation Alternatives Program. At the meeting on September 14, the Transportation Policy Board will be briefed on both processes and will review the list of projects recommended for funding, including prioritized contingency lists should additional funds become available. The board will be asked to release the recommended projects for a public review and comment period, with final action scheduled in October.

RECOMMENDED ACTION

The Transportation Policy Board should release the list of projects identified in Attachments A and B recommended for funding through the Rural Town Centers and Corridors Program and the Transportation Alternatives Program for public comment, including the recommended prioritized lists of contingency projects.

DISCUSSION

Rural Town Centers and Corridors Program

In 2003, PSRC established the Rural Town Centers and Corridors (RTCC) Program to assist rural communities in implementing town center and corridor improvements. PSRC's project selection process for Federal Highway Administration (FHWA) funding

has set aside an amount for this program since 2004, with competitions for the available funding in the subsequent year. The funding amount for the program has increased over time, and the 2023 process was funded at 10% of the regional portion of FHWA funds, which equaled approximately \$6.09 million of FFY 2025-2026 funds.

In May 2023, a call for projects was released by PSRC for all eligible sponsors. Consistent with procedures adopted in prior processes, the solicitation and screening of project applications included a two-stage collaborative effort with PSRC and each of the four countywide organizations. First, eligible projects were reviewed by each of the four countywide organizations, with up to three projects per forum identified to participate. Eight projects—three from Pierce County, two each from Pierce County and Snohomish County, and one from King County—were submitted for the regional competition.

PSRC staff conducted the technical evaluation and scoring of the eight applications based on the adopted project evaluation criteria. All project sponsors were invited to present their projects to PSRC staff and the RTCC Project Selection Committee, which consisted of representatives from each of the four counties plus the Washington State Department of Transportation (WSDOT) on August 9, 2023. The committee met on August 22, 2023, to develop a recommended list of projects to receive the approximately \$6.09 million available. At this meeting, the committee reviewed PSRC staff scores and details of the projects. In addition to project scores, the committee discussed other considerations in preparing its recommendation, which included geographic balance and scalability.

The committee voted unanimously on the recommended list of projects and contingency list, which are identified in Attachment A. The committee recommended full funding for the five top-scoring projects, and a partial award for a sixth project that was identified in consideration of geographic balance. The sponsor confirmed they can accept the reduced award amount and will backfill with local funding to ensure the phase is fully funded. The other two submitted projects are recommended for the contingency list, in rank order by score, should additional funds become available for this program prior to the next process.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a set-aside of FHWA funds under the federal transportation act that provides funding for community-based transportation improvements, such as bicycle and pedestrian facilities, historic preservation of transportation assets, environmental mitigation, and others. Metropolitan Planning Organizations such as PSRC have a role in the selection of projects to receive funding from the TAP within each region. For the 2023 TAP competition, PSRC is distributing \$23.6 million of FFY 2024-2026 funds.

In June 2023, a call for projects was released by PSRC for all eligible applicants, and a virtual workshop was held for prospective project sponsors on June 16, 2023. Sponsors submitted a total of 31 project applications, with requests totaling approximately \$45

million. PSRC staff conducted the technical evaluation and scoring of the applications based on the adopted project evaluation criteria.

The TAP project selection committee consisted of representatives from each of the four counties and one representative from PSRC's Bicycle and Pedestrian Advisory Committee. The committee met on August 24, 2023, to develop a recommended list of projects to receive the \$23.6 million available. At this meeting, the committee reviewed PSRC staff scores and details of the projects. In addition to the project scores, the committee decided to also take two other factors into consideration in preparing the recommendation: geographic balance and agency balance.

The committee recommended full funding of the fifteen top-ranked projects. They then considered projects for the remaining amount of funds available, with the primary lens of geographic and agency balance. With those considerations, the committee recommended three additional projects for full funding, and determined a priority order for recommending a reduced award, depending on sponsors' ability to accept a lower amount. Two projects are recommended for a reduced award; both sponsors have confirmed their ability and willingness to accept a lower award by using local funds to backfill the reduced amount to fully fund their requested phase. The committee voted unanimously on the recommended list of projects and contingency list of projects in rank order by score, as identified in Attachment B.

Next Steps

The Transportation Policy Board will be asked to release the list of projects recommended for both RTCC and TAP funding for public review and comment between September 14 and October 26, 2023. Public comments received through early October will be provided to the Transportation Policy Board at its meeting on October 12, at which time a recommendation to the Executive Board for approval at their meeting on October 26 will be requested.

For additional information on the RTCC Program, please contact Doug Cox at 206-971-3050 or dcox@psrc.org. For additional information on the TAP Program, please contact Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822.

Attachments:

- A – 2023 Rural Town Centers and Corridors Program Project Recommendations and Contingency List
- B – 2023 Transportation Alternatives Program Project Recommendations and Contingency List

2023 Rural Town Centers & Corridors Program Project Recommendations and Contingency List

Projects Recommended for Funding

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested	Amount Recommended
Poulsbo	8th Ave Realignment, Safety and Transit Study	86	Study alternatives and develop preferred design concept and implementation plan for re-alignment of 8th Avenue NE and siting of a transit oriented multimodal hub.	Planning Study	\$ 311,400	\$ 311,400
Sultan	US-2 / Main Street Roundabout	85	Construction of a two-lane roundabout at the intersection of US 2/Main Street.	Construction	\$ 2,650,793	\$ 2,650,793
Bonney Lake	Veterans Memorial Drive / Angeline Road Intersection	83	Complete the design and purchase the right-of-way needed to construct a roundabout and shared-use path connection at Angeline Road and Veterans Memorial Drive/Sumner-Buckley Highway E.	Preliminary Engineering	\$ 519,000	\$ 519,000
				Right of Way	\$ 43,250	\$ 43,250
Kitsap County	Suquamish/Augusta – South to Winfred	81	Complete the design for sidewalks and bike lanes on Suquamish Way and Augusta Avenue from vicinity South Street to vicinity Winfred Street.	Preliminary Engineering	\$ 449,800	\$ 449,800
Orting	Foothills Trail Realignment and Safety Enhancement	77	Realignment of the Regional Foothills Trail from the west side to the east side of the park and install new wayfinding.	Preliminary Engineering	\$ 150,885	\$ 150,885
				Construction	\$ 1,257,381	\$ 1,257,381
North Bend	McClellan Street Improvements	76	Complete the design of pedestrian-focused streetscape.	Preliminary Engineering	\$ 1,101,722	\$ 707,491
Total Funds Recommended					\$ 6,484,231	\$ 6,090,000

Projects Recommended for Contingency List (in priority order)

Sponsor	Project Title	Total Score	Project Description	Phase	Amount Requested	Amount Recommended
Pierce County	Lackey Rd / Jackson Lake Rd / Key Peninsula Hwy	76	Construct a single lane roundabout with non-mountable center, truck aprons, and raised splitter islands.	Construction	\$ 1,500,000	\$ 1,500,000
Snohomish	2nd & Pine Roundabout	63	Complete the design of a roundabout at the Second Street and Pine Avenue intersection.	Preliminary Engineering	\$ 432,500	\$ 432,500
Total Funds Recommended for Contingency List					\$ 1,932,500	\$ 1,932,500

2023 Transportation Alternatives Program
TAP Project Selection Committee Recommendations and Contingency List

Projects Recommended for Funding

Agency	Project Title	Phase(s) Requested	Project Score	Amount Requested	Amount Recommended	Project Description
Tacoma	Portland Avenue Vision Zero Improvements: E 27th St to E 56th St	PE	86	\$2,119,250	\$2,119,250	This project will complete the design of bike and pedestrian improvements on/adjacent to Portland Avenue from E 27th St to E 56th St. This grant will fund the preliminary engineering phase, which includes a traffic study, community engagement, survey, and design.
Bothell	102nd Ave NE Downtown Access Improvements Project	CN	85	\$900,000	\$900,000	This project will construct Complete Streets improvements between the planned Sound Transit 522 BRT (STRIDE) station on NE 185th St and the King County Park-N-Ride lot north of the 102nd Ave NE bridge. Improvements include sidewalks, utility relocation, ADA-compliant ramps and driveways, pedestrian safety improvements, urban landscape with trees, street illumination, and the removal of pedestrian obstructions.
Bremerton	Naval Avenue Pedestrian and Bicycle Enhancements	ROW	84	\$899,600	\$899,600	The project will reconfigure the existing roadway cross-section, provide bike lanes and sidewalks, reduce traffic lane widths, and remove barriers to walking and cycling. This portion of the project will also include widening the existing roadway, pavement resurfacing, pavement markings, modified storm drainage, and wayfinding signage to facilitate the above.
Sound Transit	Daylight and Restore Scriber Creek Tributary at Lynnwood City Center Station	CN	83	\$1,848,600	\$1,848,600	This project will daylight and restore a piped stream that passes through the Lynnwood City Center Station area. The stream is a tributary to Scriber Creek and is currently piped underground. TAP funds will be used to: support fish passage, create habitat for anadromous fish, improve water quality, mitigate stormwater, and reduce flooding.
Bellevue	Eastrail - Mountains to Sound Greenway Regional Trails Connection	CN	82	\$2,500,000	\$2,500,000	This project will construct a multimodal pathway connecting the Eastrail Regional Trail and the Mountains to Sound Greenway Regional Trail (MTSG) / I-90 Trail at 118th Avenue SE and SE 32nd Street. Additional pedestrian and bicycle improvements, such as an RRFB installation, pavement overlay for paved shoulders along SE 32nd Street, and other active transportation treatments, will be included.
Kent	Meet Me on Meeker: Washington to Thompson	CN	81	\$2,500,000	\$2,500,000	The project will construct a continuation of the Meet Me on Meeker multi-modal promenade. This promenade includes a two-way separated bikeway, sidewalk with buffer and amenity zones, curb bulb-outs, and other pedestrian amenities. Improvements will accommodate existing and planned transit demands along the corridor.
Kirkland	NE 124th Street Pedestrian Facilities (120th Ave NE to 116th Ave NE)	PE	80	\$600,000	\$600,000	The project will design a sidewalk along the north side of NE 124th Street, including a concrete curb, gutter, enhanced pedestrian crossings with rectangular rapid flashing beacons (RRFBs), and related surface water facilities. The improvements will complete the only missing segments of this pedestrian connection across I-405 and will connect the eastern and western portions of the Totem Lake Business District.
Mountlake Terrace	Veterans Memorial Park Trail - Light Rail Access	CN	80	\$1,117,000	\$1,117,000	This project would construct paved and illuminated pedestrian pathways through Veterans Memorial Park with connections to 58th Ave W., 60th Ave W., the Civic Campus, and Mountlake Terrace Transit Center. These funds would support the construction of the Main Trail segment, frontage improvements, a new pedestrian bridge crossing the stormwater channel, a gravel cut through, and necessary mitigation as a result of impacts from development.
Seattle	Pioneer Square Historic Areaway Restoration, Phase 1	CN	79	\$2,343,500	\$2,343,500	This project will rehabilitate two vulnerable areaway walls in Seattle's historic Pioneer Square, underneath 1st Ave S between S Main St and S Washington St. Rehabilitating these walls will support existing transportation needs (pedestrians, trucks, and general-purpose travel), and allow high-capacity transit service on 1st Ave S, while also preserving a valuable historic asset.
Issaquah	NW Juniper Street Improvements (Newport Way NW to 7th Ave NW)	PE	79	\$346,000	\$346,000	This project will complete the design of a separated multi-purpose path along the north side of NW Juniper Street. The project will provide a paved path separated and protected from vehicular traffic by street trees and a landscaped buffer. The project will also improve irrigation, drainage, and ADA-compliant curb ramps.

King County	Improved Pedestrian Safety Along SW 102nd St. in White Center	PE	78	\$735,250	\$735,250	This project will design pedestrian improvements to connect to the White Center Candidate Countywide Center—improving safety for residents of this historically disadvantaged community . Improvements include the design of a new sidewalk along the north side of SW 102nd St from 8th Ave SW to 15th Ave SW. Additional improvements include curb ramp upgrades and comprehensive drainage analysis.
Shoreline	Eastside Off-Corridor Bike Network	PL	78	\$159,160	\$159,160	This feasibility study for the Eastside Off-Corridor Bike Network will determine the specific route and appropriate bike facilities for users of all level of traffic stress and comfort traveling east-west along the 145th Street Corridor vicinity.
WSDOT	SR 900/57th Ave S to S 135th St - Pedestrian and Safety Improvements	PE	77	\$1,823,725	\$1,823,725	This project aims to construct a complete street on Martin Luther King, Jr. Way South/SR 900 that bisects a vulnerable population and overburdened communities.This funding will support the design of a new separated shared-use path, pedestrian scale illumination, curb ramps, and improved signalization.
		ROW		\$376,275	\$376,275	
Shoreline	145th Street Off-Corridor Bike Network (Westside)	CN	76	\$733,888	\$733,888	This project will be a series of improvements on a collection of low-volume, slower-paced streets that are intended to provide bicyclists with alternate parallel routes to the busy 145th Street (SR-523) corridor. Improvements will include bike facilities, such as pavement markings (e.g., sharrows or bike lanes), minor intersection/curb/sidewalk improvements, Rapid Flashing Beacons (RFBs), speed cushions, and directional signage.
Fife	6224 Pacific Highway E Sidewalk Gap Completion Project	PE	75	\$185,573	\$185,573	The project will construct a new curb, sidewalk, ADA-compliant curb ramps, a bike lane, a planter strip buffer, and other pedestrian enhancements. This project will also reconstruct an existing bus stop from a pull-out stop to an in-lane stop and improve stormwater conveyance and treatment facilities.
		CN		\$488,350	\$488,350	
Snohomish County	Interurban Trail Improvements: 167th PI SW to 160 St SW	PE	73	\$255,000	\$255,000	The proposed improvements will provide a continuous 10 to 12-foot-wide shared-use path physically separated from the adjacent roadway by a vertical element such as a curb and gutter. The requested grant funds will be used for the Preliminary Engineering (PE) and Right of Way (R/W) acquisitions necessary for the construction of the proposed improvements of the Interurban Trail between 167th PI SW to 160th St. SW.
		ROW		\$1,210,000	\$1,210,000	
Pierce County	Safe Routes to School - B St E	PE	71	\$544,000	\$544,000	This project will construct shared-use paved shoulders, curb, gutter, and sidewalk on both sides of B St E. It will connect into an existing paved walkway for the southerly portion on the east side of B St E along the school frontage, and the proposed sidewalks on 159th St E.
Puyallup	Puyallup Moves - Destination Downtown	PL	70	\$371,950	\$371,950	This project will evaluate bike routes selected from the Active Transportation Plan to facilitate safe biking and non-motorized routes into the Puyallup Downtown Growth Center and transit facilities (Sounder) in the City's northwest neighborhoods. The project will develop 30% design for five routes.
Pierce County	138th St. S. (SR-7 to Park Ave. S.)	PE	69	\$624,000	\$524,000	This project will construct paved shoulders/bike lanes, curbs, gutters, sidewalks, and ADA-compliant curb ramps. The work will include resurfacing the road with an HMA grind and inlay, illumination, reconstructing the flashing red beacon at 138th Street South/C Street South, and providing an enclosed storm drainage system.
Poulsbo	Noll Road Shared Use Path - Middle Segment	CN	68	\$1,350,000	\$1,018,879	This project would construct a separated shared-use path, curb and gutter, and associated drainage in the last remaining segment of the Noll Road corridor. The project will complete the last gap in a 2.6-mile shared use path project that connects the North Kitsap School District campus, multiple neighborhoods, a park, and a future transit park and ride.
Total Funds Recommended				\$	23,600,000	

Projects Recommended for Contingency List (in priority order*)

Project Sponsor	Project Title	Phase	Contingency Funding Request	Score	Project Description
Renton	Sunset Trail	CN	\$ 2,500,000	74	This project will install a 12-foot multi-use trail on the north side of NE Sunset Boulevard adjacent to the King County Library and the Renton Housing Authority property. The scope of work includes a 12-foot multi-use trail, a 5-foot planter between the trail and the street, lighting, retaining walls, and ADA upgrades as required.
Bremerton	6th Street Rechannelization Project	PE	\$ 606,909	68	This project would construct a road diet by rechannelizing 6th Street and a short segment of Kitsap Way. The rechannelization would reduce the existing four lane roadway to three lanes and the removed lane will be converted to a buffered bicycle lane in each direction. Right-turn pockets will be constructed and traffic signal heads will be adjusted as needed.
		ROW	\$ 129,750		
Sumner	Rivergrove Community Pedestrian Bridge	CN	\$ 2,500,000	68	This project will construct a non-motorized pedestrian bridge over SR 410 for the Rivergrove Neighborhood to access Sumner Station/Sound Transit, as well as Sumner's downtown core and Sumner-Bonney Lake School District's Early Learning Center, Maple Lawn Elementary and Sumner Middle School. The project will include new sidewalk and curb ramps at either end of the bridge to connect the bridge to Sumner's sidewalk system.
Kitsap County	Lund - Chase to Jackson 1	CN	\$ 2,000,000	65	This project will construct sidewalks, bike lanes, protective median, buffer/stormwater, and illumination on Lund Ave. from the vicinity of Chase Rd. to the vicinity of approximately 800' west of Jackson Avenue. This will extend non-motorized improvements within the corridor to provide a safe and accessible nonmotorized network within the Lund neighborhood, connection to Center(s), parks, schools, and transit.
Everett	California Street Pedestrian/Bike Corridor Project	CN	\$ 2,500,000	64	This project will create an active transportation route on California Street between Broadway Avenue and the US 2 Trestle trail. This will include additions and/or improvements to pedestrian facilities, modified parking, a bi-directional cycle track, and will enhance the non-motorized facilities at the entrance and exit to US 2.
Kenmore	Kenmore - SR522 West B Project	CN	\$ 2,319,000	60	This project will construct an ADA-accessible sidewalk to/from the Burke Gilman Trail, Log Boom Park, Kenmore Air, and multi-family housing units from SR522. The project will remove barriers to ADA accessibility on the sidewalk along the south side of SR522 west of 61st Ave NE.
Maple Valley	SR 169 Pedestrian Bridge at SE 258th Street	CN	\$ 2,500,000	60	This project would construct a pedestrian bridge on SR169 north of SE 258th Street. East of the bridge facility would include an ADA ramp and/or elevator and west of the bridge the project would connect to a planned indoor public market by an elevator.
Sumner	Puyallup River Trail Crossings	PL	\$ 500,000	58	This funding request will complete a planning study for two potential pedestrian bridge crossings over the Puyallup River. The study will look at the feasibility of the crossings and identify the best locations for the bridges. The study will identify the design costs, right-of-way needs and costs, and planning level construction estimates.
Bainbridge Island	Bucklin Hill Road NM Imp and Eagle Harbor Boardwalk – connecting centers	PE	\$ 300,000	57	This project will design and construct a boardwalk at the pinch point along Eagle Harbor Drive and multi-use "all ages and abilities" facilities on both sides of Bucklin Hill Road from Eagle Harbor Dr to Lynwood Center NE.
		CN	\$ 2,000,000		
Stanwood	Twin City Mile - Brick Road Redesign	CN	\$ 2,500,000	56	The Twin City Mile - Brick Road Redesign seeks to enhance and upgrade historic Main Street between 102nd Ave NW and 99th Ave NW to modern standards while respecting the historical significance of Main Street. This project will repair the deteriorating road while maintaining the historic brick theme. It will bring all non-conforming pedestrian facilities up to standard, including sidewalk widening, new ADA curb ramps, and crosswalks.
North Bend	Cedar Falls Way Shared Use Path	PE	\$ 602,298	41	This project will construct a shared-use path that includes the following elements: path design, intersection and crossing treatments, wayfinding, and signage.
Total Funds Requested on Contingency List			\$ 20,957,957		

* Projects with the same score are considered "tied" for priority and are shown here in alphabetical order.



Puget Sound Regional Council

DISCUSSION ITEM

September 7, 2023

To: Transportation Policy Board
From: Kelly McGourty, Director of Transportation Planning
Subject: **Regional Safety Plan Draft Scope of Work**

IN BRIEF

PSRC staff has developed a draft scope of work for a Regional Safety Plan, which is being developed through funding awarded by the USDOT Safe Streets and Roads for All (SS4A) Grant Program. The Transportation Policy Board will be briefed on the draft scope of work and have an opportunity to provide feedback at the September 14 meeting.

DISCUSSION

The 2022 Regional Transportation Plan directs PSRC to develop a Regional Safety Plan, including actions, targets, and performance indicators. It also directs PSRC to seek resources for regional and local planning and projects and, going forward, to use the Regional Safety Plan to help inform future regional and local planning.

The Bipartisan Infrastructure Law (BIL) adopted in 2021 established the new SS4A discretionary program with \$5 billion in appropriated funds over five years. In 2022, PSRC, in coordination with the Cities of Burien, Everett, Kent, Redmond, Tukwila, and Pierce County, applied for the program and in February 2023 was awarded \$4.9 million for safety planning. PSRC is using its portion of grant funding to develop a Regional Safety Plan.

To better understand expectations and goals for the Regional Safety Plan, for the first time PSRC held a Regional Safety Summit on June 29, 2023. Approximately 140 participants gathered at the Seattle Convention Center to discuss transportation safety issues, challenges, and opportunities facing the region. The purpose of the summit was

to bring together stakeholders – including elected officials, transportation experts, engaged citizens, agency staff, and others – to foster a shared understanding of the state of road safety in the region and to advance the conversation on how we can best move the region forward to achieving zero fatalities and serious injuries on our roadways.

Responding to the feedback heard at the summit, as well as to components required by USDOT under the provisions of the SS4A planning grant, PSRC has developed a draft scope of work for a Regional Safety Plan. The plan is intended to follow a Safe System Approach for equitable and impactful progress on achieving the safety goals across our diverse four-county region. The Transportation Policy Board will be briefed at their meeting on September 14 and asked to provide feedback on the draft scope of work as outlined in Attachment A.

For more information, contact Gary Simonson at gsimonson@psrc.org

Attachments:

A – Regional Safety Plan Draft Scope of Work Outline

ATTACHMENT A

PSRC Regional Safety Plan Draft Scope of Work Outline

Executive Summary

Chapter 1. Overview

- Introduction: What is the Regional Safety Plan?
- Safe System Approach: Key Focus, Difference from Traditional Approach
- Identify Need for the Plan. Why is the plan important?
 - High-level trends: Crashes and Serious Injuries
 - Disproportionate Impacts
 - Estimates of Cost of Crashes to Society
 - Major Issues and Challenges
- Visions and Goals: State and Regional Commitment to Zero Deaths & Fatalities, Adopted Regional Goals
- Regional Safety Action Plan Purpose – Call to Action
 - Summary of Local Safety Plan/Policy Inventory
 - Regional Culture of Safety
 - Regional vs. Local Safety Action Plans
 - Technical Assistance and Resources for Local Jurisdictions
- Oversight of Project. How was the Plan Developed?
- How is the Regional Safety Plan Structured?

Chapter 2. Safety and Equity Analyses. What and Where are the Regional Safety Issues?

- Problem Identification and Approach

- Area Covered/Scales of Analysis
- Data Used
- Analysis Methods
- Common Problems – High Level Takeaways
 - Fatal and Serious Injury Crashes
 - High Injury Network
 - Other Issues
- High Crash Locations (HCL)/High Injury Network (HIN) for All Users, by:
 - Facility types
 - User groups – pedestrians, bicyclists, transit, vehicles, freight
 - Community context – neighborhood / land use characteristics
 - Demographics – PSRC’s 6 equity focus areas
 - Other correlations / analyses based on discovery
 - Review / analysis of associated factors
- Safe System Approach – Regional Priority Emphasis Areas. What is the data telling us / what are the priority areas?
 - Physical / Community / Population Attributes
 - Infrastructure Issues
 - Human Factors
 - Other Issues

Chapter 3. Engagement and Collaboration

- PSRC Board and Committee discussions
- Public Engagement Activities
 - Public Workshops
 - Public Events Attended/Partnerships
 - Regional Survey

- Focus Groups
- Online Engagement
 - Online Open House
 - Social Media Engagement
- Key Additional Stakeholders on Roadway Safety
 - EMS
 - Traffic Enforcement
 - Public Health
 - Vehicle Safety
 - Roadway/Infrastructure Engineers
 - NHTSA
 - Other Safety Organizations
 - Others?

Chapter 4. Strategies, Countermeasures, and Actions

- Safety Actions and Strategies / Proven Countermeasures
- Proposed List of Actions, Strategies, and Countermeasures to Address Identified High Crash Corridors/Areas/Contextual Locations
- Regional Data Products/Resources and Uses
 - Toolkits, regional to local scale

Chapter 5. Implementation and Next Steps

- Roles and Responsibilities of Regional Safety Stakeholders
- Call to action for development of local safety plans, other actions
- Call for analysis of regional policies and procedures
 - E.g., Updates to the RTP, project selection
- Pursuit of implementation funding
- Monitoring and Tracking



Puget Sound Regional Council

DISCUSSION ITEM

September 7, 2023

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Preparing for the 2024 Project Selection Process**

IN BRIEF

PSRC has project selection authority for several sources of funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Prior to each funding cycle, the policies and procedures for the project selection process are reviewed and updated as needed to reflect current regional priorities and requirements and are documented in the *Policy Framework for PSRC's Federal Funds*. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds.

Staff will brief the board on the schedule and process to prepare for the 2024 project selection process, including several key efforts underway related to the policy focus areas of safety, climate and equity.

DISCUSSION

A competitive project selection process is conducted every two to three years for the distribution of PSRC's federal funds. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds. Prior to each process a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted.

In 2022 significant improvements were made to the process, including stronger evaluation criteria related to safety and equity. In addition, funds were set aside to conduct an Equity Pilot in collaboration with PSRC's Equity Advisory Committee. The pilot is currently under development and further recommendations for improvements to the process are expected to be provided to the board later this fall.

In addition, work has been ongoing under the direction of the Regional Transportation Plan (RTP) related to safety and climate, including: the recently convened Regional Safety Summit; the beginning work to develop a Regional Safety Plan; the 2030 RTP climate analyses and sensitivity tests; and the convening of a climate expert review panel over the next two months to review PSRC's analyses and assumptions. Safety, equity and climate are priority themes in both the Regional Transportation Plan and PSRC's funding processes; as such, this ongoing work will inform upcoming project selection processes and staff will provide more information on the schedule and upcoming key milestones.

In the past, a Project Selection Task Force has been convened to develop recommendations on the Policy Framework, comprised of volunteers from PSRC's four boards. However, to allow adequate time to evaluate the revisions previously made and to reflect the corollary work currently in progress, a Project Selection Task Force will not be convened this year. Rather, the Transportation Policy Board will review and discuss key elements and current efforts, and prepare a recommendation on the Policy Framework in January 2024.

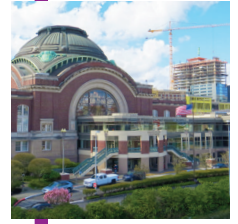
At the September 14 meeting, staff will brief the board on the key policy areas and the timeline for discussions through the rest of the year.

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



Puget Sound Regional Council

FROM PANDEMIC TO PROSPERITY: Downtowns Reimagined



REGISTER TODAY!

Friday, September 29, 2023



Part 1

9:00 a.m. – 12:00 p.m.

Zoom & In-person
Panels



Part 2

1:30 p.m. – 3:30 p.m.

In Person Walking Tour,
Downtown Seattle

Visit [the event page on psrc.org](https://psrc.org) for more information.

The COVID-19 pandemic disrupted downtowns and urban cores in unforeseen ways that now provide opportunities to revitalize these places to better serve all people. Join national experts and community leaders to explore cutting edge data analysis, innovative techniques, and best practices to reimagine downtowns for our shared prosperity.

Free to attend | Online registration at psrc.org

PSRC Transportation Work Program - Draft Progress Reporting

DRAFT Progress Chart (Timeline as of August 24, 2023)

Status	
■	Preparing
■	In Progress
■	Complete
■	Tentative

Project	Status to-date
Regional Transportation Plan	
Alignment of RTP and Funding Cycles	tbd - pending further board discussions
Update RTP Project Prioritization Framework	tbd - pending further board discussions
Board work group to determine 2026 RTP scope of work	tbd - anticipated Q1-2 2024
TPB direction on scope of work for 2026 RTP	tbd - anticipated Q1-2 2024
RTP development	anticipated Q3 2024-Q2 2026
Financial Strategy Refinement	tbd - pending further board discussions
PSRC Funding	
Policy Framework for PSRC's Federal Funds	Q3-Q4 2023
FHWA Project Selection: Board Action	Q3 2024, following competitions
FTA Funding Methodology Process Discussion	Completed with board action in March 2023
FTA Project Selection / Equity Formula Distribution	TOC process recommendations May 2023; process underway, submittals to boards October 2023
Annual FTA Adjustments Process	Complete
Rural Town Centers and Corridors Project Selection	Recommendations September 2023
Transportation Alternatives Project Selection	Recommendations September 2023
Equity Pilot Program Development	In Progress with EAC; launch September
Equity Pilot Program Project Selection	September through November 2023
Consolidated Grant Program Regional Rankings	Complete
Transportation Improvement Program (TIP)	
2025 -2028 TIP Development	Q3-Q4 2024, following 2024 project selection
Conduct Equity Analysis of draft 2025-2028 TIP	Q3-Q4 2024
Release of 2025-2028 TIP for Public Comment	Q3-Q4 2024
Board Action on 2025-2028 TIP	Q4 2024
Monthly TIP Amendments	Ongoing
Project Tracking/Rebalancing	Ongoing
Climate: GHG Analysis and Planning	
2030 Transit Networks and Service	Complete
PSRC 2030 Network Modeling and Analysis	Initial modeling complete; Expert Review Panel convening September-October 2023; next steps pending further board, RTP Steering Committee discussions
Puget Sound Regional Emissions Analysis Project	Complete
Regional Electric Vehicle Collaboration Clearinghouse	Operational/Ongoing, initial launch complete, maintenance and updates ongoing
Regional Electric Vehicle Collaboration Outreach	Ongoing, REV collaborative meetings scheduled for Q2 and Q4 (every year) - event held June 28
Develop Climate Implementation Strategy with Partners	pending board and RTP Steering Committee direction; April 2023 TPB discussion; expert panel to be convened summer 2023
PSRC Board Progress Briefings	Ongoing
Regional Safety Plan	
Explore Grant/Funding Opportunities	Complete
Apply for Safe Streets for All Grant	Round 1 complete; Round 2 pending
Research current plans, roles and responsibilities	In Progress, beginning local safety plan inventory compilation pending SS4A grant agreements
Convene Stakeholders	Complete - Regional Safety Summit held June 29
Develop Scope of Regional Safety Plan	Board review September 2023

Develop Regional Safety Plan	tentative Q4 2023-Q4 2024
Performance Measures and Dashboard <i>Align with Equity Tracker, other related monitoring efforts</i>	
Identify Measures	Complete
Develop Dashboard Outline for Board Feedback	Complete
Assemble Data	Initial set complete; ongoing and continuous
Publish Draft Dashboard	Complete
Refinement and Updates	Ongoing
Annual Board Briefings	tentative Q1 2024
Active Transportation Plan Repackaging	
Repackage Active Transportation Plan	Complete
ADA Transition Plan Technical Assistance	
Research current plans, roles and responsibilities	Preliminary research complete; moving to monitoring role
Board Briefing and Discussion	TPB briefing June 2023
Annual Transit Integration Report	
Report Development	Q3-Q4 2023, scheduling and scoping in progress
Publish Report	Q4 2023
Big Ideas/Transformational Planning	
Regional Convenings to Support Effort	tbd - pending further board discussions
Future of HCT Regional Convening	tbd - pending further board discussions
Data Collection, Analysis, Performance Metrics	
Data collection, maintenance of viz tool, improvements	In Progress, Q1-Q4 2023
Equity, EJ analysis methodology improvements	tentative Q2-Q4 2023
RTP Financial Strategy	
Collaborate with Partners on Implementation Steps	tbd - pending further board discussions