



Puget Sound Regional Council

Transportation Policy Board

Thursday, January 14, 2021 • 9:30 AM – 11:30 AM

Virtual Meeting

The meeting will be streamed live over the internet at www.psrc.org

PUBLIC NOTICE: In accordance with the Governor's proclamations, the PSRC's offices are closed to the public and no in-person meetings are permitted. Should any major changes to current guidance occur, this meeting may be rescheduled.

Watch the meeting live stream at <https://www.psrc.org/boards/watch-meetings> or listen by phone at 1-888-475-4499, Meeting ID: 967 5220 5024, Passcode: 827744.

Public comment may be made via Zoom or phone. Registration is required and closes one hour before the meeting starts. Late registrations will not be accepted. Register here: [form](#)

Comments may also be submitted via email to cmoreau@psrc.org up to one hour before the meeting and these comments will be emailed to Board members. Comments received after that deadline will be provided to Board members after the meeting.

1. **Call to Order (9:30) - Mayor Becky Erickson, Chair**
2. **Communications and Public Comment**
3. **Report of the Chair**
4. **Director's Report**
5. **Consent Agenda (9:45)**
 - a. Approve Minutes of Transportation Policy Board Meeting held December 10, 2020
 - b. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
 - c. Recommend Certification of Regional Center Subarea Plans for Tukwila's Southcenter Regional Growth Center and North Tukwila MIC
 - d. Recommend Black Diamond Conditional Certification Extension
 - e. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Pierce County's Canyon Road Freight Corridor Improvements, 84th Street East to 72nd Street East Project
6. **Action Item (9:50)**
 - a. Funding Opportunities -- *Kelly McGourty*
7. **Action Item (10:30)**
 - a. Project Selection Task Force Scoping -- *Kelly McGourty, PSRC*
8. **Discussion Item (10:50)**

a. VISION 2050 Overview -- *Ben Bakkenta, PSRC*

9. Discussion Item (11:05)

a. Regional Transportation Plan Financial Strategy Overview -- *Kelly McGourty & Ben Bakkenta, PSRC*

10. Next Meeting: February 11, 2021, 9:30 - 11:30 a.m., Virtual Meeting

Major Topics for February:

- Consolidated Grant Competition Regional Rankings
- Regional Transportation Plan Financial Strategy

11. Adjourn (11:30)

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

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711. العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, Call (206) 402-1334.



MINUTES OF THE TRANSPORTATION POLICY BOARD

December 10, 2020
Virtual Meeting

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

CALL TO ORDER

The meeting was called to order at 9:30 a.m. by Mayor Becky Erickson, Chair. Chair Erickson shared that in accordance with the Governor's Proclamations 20-25.7 and 20-28.8, today's Transportation Policy Board (TPB) meeting would be held entirely remotely. The meeting was 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

No public comment was received.

REPORT OF THE CHAIR

Chair Erickson announced the following membership changes:

- Councilmember Bryan Yambe, Fife, representing Pierce County Other Cities & Towns (member)
- Councilmember Cyndy Jacobsen, Puyallup, representing Pierce County Other Cities & Towns (member to alternate)

Chair Erickson acknowledged outgoing members:

- Councilmember Doug Richardson, Pierce County (member)
- Anne Eskridge (member) and Sally Clark (alternate), University of Washington
- Commissioner Helen Price Johnson, Island County (member)

The board will be updated on the selection of non-voting members in January.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, noted there was a correction to page 28 of the agenda packet under recently awarded projects. The City of Kent's South 212th Street Preservation project was listed under the City of Kenmore in error.

PSRC will update public comment procedures in January. More information will be provided in the future.

At the January 2021 meeting, the board will finalize the discussion of the scope of the upcoming Project Selection Task Force that was begun in November. Since new board appointments are expected in the first quarter of 2021, the solicitation of volunteers will be timed to allow new appointees the opportunity to participate in the Project Selection Task Force.

Ms. McGourty acknowledged outgoing non-voting member Don Cairns from the Regional Project Evaluation Committee.

CONSENT AGENDA

- a. **Approve Minutes of Transportation Policy Board Meeting held November 12, 2020**
- b. **Recommend Certification of Regional Center Subarea Plans for Kirkland-Totem Lake RGC, Kent- Downtown RGC, and Kent MIC**

ACTION: The motion was made by Commissioner Kate Kruller and seconded by Councilmember Bek Ashby to adopt the Consent Agenda. The motion passed.

PASSENGER-ONLY FERRY STUDY UPDATE

Gil Cerise, PSRC, provided an overview of the study project scope. The study is in the final phase and is due to the Legislature in early 2021. Mr. Cerise discussed routes profiled in the draft study. The draft study will be posted on PSRC's website prior to the December 15 webinar. Information to join the webinar was provided to the board.

REGIONAL TRANSPORTATION PLAN DATA VISUALIZATION

Kelly McGourty reminded the board of the work to collect data on the existing transportation system that was conducted throughout 2019, and Kalon Thomas, PSRC, shared a preview of the online visualization tool that staff has been developing to make the data available. The tool is being designed to inform the Regional Transportation Plan (RTP), highlighting needs and opportunities and providing better information to member jurisdictions as they update their comprehensive plans. Next steps are to look at future conditions, including the VISION 2050 Regional Growth Strategy and planned investments contained in both the RTP and the Transportation Improvement Program.

Board members provided feedback, and requested consideration of including health equity data into the tool.

PROJECT TRACKING REPORT

Kalon Thomas provided an overview of PSRC's Project Tracking Program and current policies. Mr. Thomas outlined current PSRC funded projects by award type, funding amounts, project phase, and by agency type. Mr. Thomas gave an overview the October 2020 project progress reports, noting the status of ongoing projects and projects completed. The next round of progress reports will be requested in March 2021.

Mr. Thomas noted that under the current policies updated in 2020, requests for extensions of PSRC's FHWA awards are due to PSRC by February 15. This process has implications for the annual delivery target of FHWA funds, and the board will be kept apprised at a future meeting.

UPCOMING PSRC FUNDING OPPORTUNITIES

Kelly McGourty briefed the board on four different funding opportunities:

- Supplemental 2021-2022 FHWA funds
- 2019-2020 Highway Infrastructure Program (HIP) funds
- 2021-2024 Transportation Alternatives Program
- Rural Town Centers and Corridors Program

The board will have the opportunity to act on the funding opportunities in January. Ms. McGourty discussed the background and funding levels for each of the four funding opportunities, the process for awarding the funds and PSRC's Regional Project Evaluation Committee (RPEC) recommendations on each.

The board discussed the request from the City of Seattle for the \$15 million of HIP funds available to the region due to emergency circumstances for the West Seattle Bridge. RPEC had reviewed the request at their meeting on December 4th and recommended approval by the board, including other details related to the return of previous awards to the project and the next regional competition in 2022. The board had a thorough discussion of the request, and members noted the importance of the bridge to the region. Board members also discussed the potential consequences of the request to other projects that would otherwise have received the funding and requested to see the adopted contingency lists. Additional information was also requested on the distribution of the returned funds. These items will be provided at the January meeting.

ADJOURN

The meeting adjourned at 11:25 a.m.

TRANSPORTATION POLICY BOARD

December 10, 2020
Virtual Meeting

TPB MEMBERS & ALTERNATES PRESENT

Councilmember Bek Ashby, Other Cities & Towns in Kitsap County
 Rob Berman, Seattle Metropolitan Chamber of Commerce
 Russ Blount, Regional Project Evaluation Committee (Alt.)
 Don Cairns, Regional Project Evaluation Committee
 Commissioner Ryan Calkins, Ports
 Vicky Clarke, Cascade Bicycle Club
 Councilmember John Clauson, Local Transit – Kitsap County (Alt.)
 Councilmember Kim Daughtry, Local Transit – Snohomish County
 Councilmember Rod Dembowski, King County
 Mayor Becky Erickson, Local Transit – Kitsap County, Chair
 Peter Heffernan, Transportation Operators Committee
 Billy Hetherington, Laborers Local Union 242
 Alex Hudson, Transportation Choices Coalition
 Councilmember Cyndy Jacobsen, Other Cities & Towns in Pierce County (Alt.)
 Councilmember Debora Juarez, City of Seattle
 Craig Kenworthy, Puget Sound Clean Air Agency (Alt.)
 Alex Krieg, Transportation Operations Committee (Alt.)
 Councilmember Kate Kruller, Other Cities & Towns in King County
 Deputy Mayor Peter Kwon, Other Cities & Towns in King County (Alt.)
 Councilmember Sam Low, Snohomish County
 Mayor Mary Lou Pauly, Other Cities & Towns in King County
 Councilmember Alex Pedersen, City of Seattle (Alt.)
 Mayor Dana Ralph, Other Cities & Towns in King County, Vice Chair
 Dave Ramsay, WA State Transportation Improvement Board
 Councilmember Doug Richardson, Pierce County
 Councilmember Paul Roberts, Metropolitan Center–Everett/Puget Sound Clean Air Agency
 Councilmember Jennifer Robertson, Metropolitan Center–Bellevue
 Darrell Rodgers, Public Health Seattle/King County
 Mayor Kim Roscoe, Regional Transit – Sound Transit
 Patty Rubstello, WSDOT (Alt.)
 Councilmember Jan Schuette, Other Cities & Towns in Snohomish County
 Councilmember Kristina Walker, Metropolitan Center–Tacoma
 Deputy Mayor Wendy Weiker, Other Cities & Towns in King County (Alt.)
 Mayor Greg Wheeler, Metropolitan Center–Bremerton
 Councilmember John Wright, Lake Forest Park (Alt.)
 Councilmember Bryan Yambe, Other Cities & Towns in Pierce County
 Councilmember Girmay Zahilay, King County
 Councilmember Janice Zahn, Metropolitan Center–Bellevue (Alt.)

TPB MEMBERS ABSENT (*alternate present)

Mayor Don Anderson, Local Transit – Pierce County
 Commissioner Shiv Batra, WA State Transportation Commission
 Councilmember John Daniels, Jr., Muckleshoot Indian Tribe
 Doug DeForest, Thurston Regional Planning Council
 Anne Eskridge, University of Washington
 Dan Gatchet, Freight Mobility Strategic Investment Board
 Commissioner Rob Gelder, Kitsap County
 *Councilmember Lorena González, City of Seattle
 Jesse Hamashima, Regional Staff Committee
 Senator Steve Hobbs, Senate Transportation Committee
 Councilmember Kathy Lambert, King County
 *Secretary Roger Millar, WSDOT
 Councilmember Jay Mills, The Suquamish Tribe
 Commissioner Helen Price Johnson, Island County
 Cynthia Stewart, League of Women Voters
 Neil Strege, Washington Roundtable
 Andrew Strobel, Puyallup Tribe of Indians

GUESTS and PSRC STAFF ATTENDING -
(As determined by staff)

Ben Bakkenta, PSRC
 Gil Cerise, PSRC
 Sarah Gutschow, PSRC
 Kirste Johnson, Sound Transit
 Kathryn Johnson, PSRC
 Taylor Jones, City of Fife
 Negheen Kamkar, City of Seattle
 Andi Markley, PSRC
 Kelly McGourty, PSRC
 Jennifer Miller, City of Fife
 Casey Moreau, PSRC
 Eric Phillips, City of Edgewood
 Kalon Thomas, PSRC
 Lisa Wolterink, Sound Transit



CONSENT AGENDA

January 7, 2021

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

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

IN BRIEF

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

RECOMMENDED ACTION

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

DISCUSSION

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

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

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

Consistency with VISION 2050 and the Regional Transportation Plan

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

Air Quality Conformity

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

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

Funding Reasonably Expected to be Available

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

PSRC's Project Tracking Policies

This month's amendment includes no Project Tracking actions.

Federal Fund Source Descriptions

The following is a list of state and federal funding sources that are referenced in Exhibit A.

NHPP	National Highway Performance Program provides support for the condition and performance of the National Highway System (NHS).
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STP(W)	Surface Transportation Block Grant Program funds used for state highway system preservation and interstate reconstruction.
5339(b)	Bus and Bus Facilities Discretionary Program funds to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.
Connecting Washington	State Connecting Washington Account.

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

Attachments:
Exhibit A

Month: January

Year: 2021

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
1. King County Department of Transportation (Transit)	HVAC Systems Replacement	\$4,532,400	Federal 5339(b)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	New project with an other phase that replaces heating, ventilation, and air conditioning (HVAC) system equipment located within three buildings on Metro's Central/Atlantic Base complex.	\$2,942,992	Local			
		\$7,475,392	Total			
2. WSDOT Northwest Region	I-5/Southbound Snohomish River Bridge (Burlington Northern Railroad) - Painting	\$10,676,592	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	New project with preliminary engineering, right of way, and construction phases for cleaning and painting the steel surfaces, which preserve the structural integrity of the bridge.	\$285,838	Local			
		\$10,962,430	Total			
3. WSDOT Northwest Region	I-5/Northbound Snohomish River Bridge (Burlington Northern Railroad) - Painting	\$10,676,592	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	New project with preliminary engineering, right of way, and construction phases for cleaning and painting the steel surfaces, which preserve the structural integrity of the bridge.	\$285,838	Local			
		\$10,962,430	Total			

Attachment: Exhibit A (2983 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
4. WSDOT Olympic Region	SR 305/Agate Pass Bridge - Bridge Scour New project with preliminary engineering and construction phases which will repair the damage to the structure to prevent further erosion and maintain the structural integrity of the bridge. Scour repair 305/10.	\$4,223,194	Federal STP(W)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$95,819	Local			
		\$4,319,013	Total			
5. WSDOT Olympic Region	SR 16/Burley Creeks - Remove Fish Barriers New project with preliminary engineering, right of way, and construction phases as existing drainage structures at this location have been identified as fish passage barriers. By replacing the existing structures with fish passable structures, the restriction to fish passages will be eliminated. Remove fish passage barriers (996752 991867 991516 15.0056 4.50).	\$18,524,992	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$18,524,992	Total			
6. WSDOT Olympic Region	SR 166/Port Orchard Vicinity - Remove Fish Barriers New project with preliminary engineering, right of way, and construction phases as existing drainage structures at this location have been identified as fish passage barriers. By replacing the existing structures with fish passable structures, the restriction to fish passage will be eliminated. Remove fish passage barriers (15.02080 0.00, 990358).	\$8,409,104	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$8,409,104	Total			

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
7. WSDOT Olympic Region	SR 162/Rauch Creek & Card Creek - Remove Fish Barriers New project with preliminary engineering, right of way, and construction phases as the existing drainage structure at this location has been identified as a fish passage barrier. By replacing the existing structure with a fish passable structure, the restriction to fish passage will be eliminated. Remove fish passage barriers (105 R032918D)(105 R021121A).	\$9,209,456	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$9,209,456	Total			
8. WSDOT Olympic Region	SR 16/Goodnough Creeks & McCormick Creeks - Remove Fish Barriers New project with preliminary engineering, right of way, and construction phases as existing drainage structures at this location have been identified as fish passage barriers. By replacing the existing structures with fish passable structures, the restriction to fish passages will be eliminated. Remove barriers 991942 991941 991940 991944 991939 105K051518A 105K051618A.	\$31,729,328	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$31,729,328	Total			

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
9. Sound Transit	West Seattle and Ballard Link Extensions New project with preliminary engineering, right of way, and other phases for an extension of light rail approximately 4.7 miles from Downtown Seattle to the Alaska Junction neighborhood of West Seattle via elevated and at-grade alignment and approximately 5.4 miles from Downtown Seattle to Ballard via elevated guideway and tunnel. Includes an at-grade station (Stadium) and elevated stations in SODO, Delridge, Avalon, Alaska Junction, Ballard, Smith Cove, and Interbay and underground (tunnel) stations at Seattle Center and South Lake Union. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$189,985,000	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$189,985,000	Total			
10. Sound Transit	Everett Link Extension New project with preliminary engineering, right of way, construction, and other phases to plan, design, and construct a 16.3 mile extension of light rail from Lynnwood Transit Center to Everett Station via at-grade and elevated alignment. The project includes six new stations at West Alderwood Mall, Ash Way, 128th /Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road and the extension of North Corridor Operations and Maintenance facility. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$142,329,000	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		\$142,329,000	Total			

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
11. Sound Transit	Puyallup Station Improvements	\$49,428,000 Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New construction and other phase in project with design (100%) and right-of-way for approximately 670 new parking stalls, along with sidewalk and bicycle improvements, pedestrian lighting and a pedestrian bridge from the garage over 5th Street NW to the Sounder Station platform. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$49,428,000 Total				



Puget Sound Regional Council

CONSENT AGENDA

January 7, 2021

To: Transportation Policy Board

From: Councilmember Scott Bader, Chair, Growth Management Policy Board

Subject: **Recommend Certification of Regional Center Subarea Plans for Tukwila's Southcenter Regional Growth Center and North Tukwila MIC**

IN BRIEF

Consistent with PSRC's [adopted plan review process](#), PSRC staff reviewed and recommends certification of subarea plans for Tukwila's Southcenter Regional Growth Center and North Tukwila Manufacturing/Industrial Center.

RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should:

Recommend that the Executive Board certify that the following subarea plans address planning expectations for regional centers:

1. City of Tukwila Southcenter Plan ([certification report](#))
2. City of Tukwila North Tukwila Manufacturing/Industrial Center Plan ([certification report](#))

DISCUSSION

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

VISION 2050, the Regional Transportation Plan, and the adopted Policy and Plan Review Process call for PSRC to review and certify subarea planning efforts of jurisdictions with designated regional centers. VISION 2050 includes an action (DP-Action-8) for jurisdictions with regional centers to develop subarea plans for those centers.¹ This expectation has been in place since the PSRC Executive Board adopted its Plan Review Process in 2003. Review of center subarea plans provides an opportunity to coordinate and share information related to local and regional planning.

In 2018, PSRC adopted the Regional Centers Framework Update, which further emphasizes the importance of subarea planning in regional centers and includes a requirement that all existing centers must have an adopted center plan (subarea plan, plan element, or functional equivalent) by 2020. Several jurisdictions have updated existing plans and adopted new subarea plans in recent years. PSRC has spent an extensive amount of time working with these jurisdictions to review subarea plans and prepare certification reports. The Regional Centers Framework calls for review of centers in 2025, following local plan updates. All regional growth centers are expected to have subarea plans adopted and updated to be consistent with the Framework and VISION 2050 by that time.

Certification of a subarea plan now reaffirms the planning work for the regional growth center is consistent with VISION 2040² and is an opportunity to identify whether any additional planning work is required by 2025. At this board meeting, staff will present the following subarea plans certification reports for board consideration:

Tukwila Southcenter Plan Element

Tukwila Southcenter was designated as a regional growth center by PSRC in 1995. The city adopted the Southcenter subarea plan in 2014 and included it as an element of the city's Comprehensive Plan in 2015. The regional center is located in south King County and includes intensely commercial and industrial areas, such as Westfield Southcenter Mall and Andover Industrial Park. The center also includes a Sounder commuter rail/Amtrak station, providing inter- and intra-regional travel options. The subarea plan anticipates that the center will transition from an employment-focused, auto-oriented area to a mixed-use walkable community with transit and housing options. Already, the city has experienced housing growth that historically had not existed.

North Tukwila Manufacturing/Industrial Center Plan Element

The North Tukwila Manufacturing/Industrial Center (MIC) adjoins the southern border of the Duwamish MIC and extends from Seattle's south city limits to South 126th Street in Tukwila. The center was designated as a regional

¹ The specific requirements for center planning are provided in PSRC's Plan Review Manual, and the process is also described in VISION 2040, Part IV: Implementation. Certification of the jurisdiction's comprehensive plan for consistency with the regional transportation plan, regionally established guidelines and policies, and Growth Management Act requirements for transportation planning is completed through a separate board action.

² VISION 2050, an update to VISION 2040, was adopted in fall 2020. PSRC's plan review materials will be updated to be consistent with the new plan in early 2021. Subarea plans adopted prior to VISION 2050 will be reviewed for consistency with review criteria developed under VISION 2040.

manufacturing/industrial center by PSRC in 2002. The North Tukwila MIC is just under 1,000 acres in size and is characterized by light to heavy manufacturing uses and includes the southern third of King County International Airport/Boeing Field. The city's vision for the center is to retain and expand industrial uses to ensure the center continues to offer employment opportunities for residents of Tukwila and across the region. The city incorporated center policies into a Manufacturing/Industrial Center element of its 2015 Comprehensive Plan.

PSRC staff has reviewed these subarea plans and find that they address the planning expectations for regional centers. PSRC staff coordinated with city staff in the review of each plan and drafting of the certification reports. The newly adopted Regional Centers Framework (2018) calls for review of centers and center planning again in 2025, and PSRC may provide additional comments or guidance for center planning as part of that work.

For more information, please contact Andrea Harris-Long at AHarris-Long@psrc.org.



Puget Sound Regional Council

CONSENT AGENDA

January 7, 2021

To: Transportation Policy Board

From: Councilmember Scott Bader, Chair, Growth Management Policy Board

Subject: **Recommend Black Diamond Conditional Certification Extension**

IN BRIEF

In December 2020, the City of Black Diamond submitted a request to extend its comprehensive plan conditional certification to June 30, 2021, to allow six additional months to complete work for full certification. At its January 7 meeting, the Growth Management Policy Board made a recommendation on the request.

RECOMMENDED ACTION

The Transportation Policy Board should recommend that the Executive Board grant an extension of the conditional certification of the City of Black Diamond's comprehensive plan until June 30, 2021.

DISCUSSION

On February 27, 2020, PSRC's Executive Board conditionally certified the City of Black Diamond's 2019 periodic update of the comprehensive plan. Conditional certification is recommended if a limited set of issues are identified during review, the jurisdiction has committed to resolve the issue(s), and the jurisdiction and PSRC have established an update schedule. Conditional certification allows the City of Black Diamond to qualify for PSRC-managed federal funding while working to address the conditions with a deadline of December 31, 2020.

Review of Black Diamond's 2019 plan found that it is consistent with the majority of the certification requirements. Conditional status is in place until the city amends the comprehensive plan to ensure consistency with the Regional Transportation Plan regarding SR 169, and adopts a resolution committing the city to work to narrow the gap

between the plan's anticipated housing and employment growth to align with adopted countywide targets, and to manage growth from vested projects. These conditions are described on pages 2-4 of the [certification report](#).

In December 2020, PSRC received a letter requesting a six-month extension on the conditional certification deadline. The city describes the request in Attachment A. As a result of restrictions on public meetings and staffing changes, the city has requested an additional six months to address the conditional certification, extending the deadline to June 30, 2021.

Since receiving conditional certification in early 2020, the city has taken steps forward to amend the plan and draft a resolution to address the conditions. The city is working with a consultant to draft amendments to the Transportation Element. City staff have also been in communication with PSRC about drafting the resolution.

The Board may recommend three options:

1. Grant the extension per the deadline requested by the city.
2. Grant the extension based on an alternative timeline or with other conditions.
3. Deny the request for extension.

Consistent with PSRC's adopted [plan review process](#), the Growth Management Policy Board has discretion to recommend granting additional time for the city to work with PSRC staff to address the conditions and resubmit the amended plan for full certification. PSRC staff have been working with the city and support an extension to the conditional certification deadline. The city appears to be making good progress toward addressing the conditions. Staff expect that the city will be able to complete the remaining planning work within the additional time period requested.

If you have any questions or comments, please contact Laura Benjamin at lbenjamin@psrc.org or 206-464-7134, or Paul Inghram at [pinghram@psrc.org](mailto:pingham@psrc.org) or 206-464-7549.

Attachments:

A - Black Diamond Extension Request



CITY OF BLACK DIAMOND

Physical Address: 24301 Roberts Drive
 Mailing Address: PO Box 599
 Black Diamond, WA 98010

Phone: (360) 851-4500
 Fax: (360) 851-4501
www.ci.blackdiamond.wa.us

December 16, 2020

Laura Benjamin, Senior Planner
 Puget Sound Regional Council
 1011 Western Avenue, Suite 500
 Seattle, WA 98104-1035

SUBJECT: Conditional Comprehensive Plan Certification – Extension Request

Dear Laura,

Thank you for your time on December 3rd to discuss the City of Black Diamond's comprehensive plan certification process and bringing me up to speed on the recommendations provided to the City in January 2020.

As we discussed, the City has had some recent staffing changes and has struggled like other jurisdictions to work through meetings during the onset of the Covid pandemic this year; I am very new in my role as the Community Development Director and am trying to get up to speed on where the City is at in the process. There have been recent meetings with the Planning Commission to discuss the proposed comprehensive plan amendments and I am working to catch up and grasp a better understanding of what those conversations entailed and assure that the City is meeting the requirements for certification. It's in everyone's best interest for the City to provide a comprehensive update and make sure we get it right. Additionally, the City needs to complete the SEPA review with Department of Commerce, which requires a 60-day comment period.

Therefore, I am formally requesting the Growth Management Policy Board consider granting the City an extension to June 30, 2021. We do not intend to take that length of time and our hope is to have this process completed by March 31, 2021 so that we can focus on our next annual update; however, out of an abundance of caution, I'm requesting the additional time in the event that we need it.

Please feel free to contact me should you have any concerns or require additional information.

Thank you,

Mona Davis

Mona Davis
 Community Development Director

cc: Mayor Carol Benson
 City Council



Puget Sound Regional Council

CONSENT AGENDA

January 7, 2021

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Pierce County's Canyon Road Freight Corridor Improvements, 84th Street East to 72nd Street East Project**

IN BRIEF

Pierce County has submitted a request to change the status of the Canyon Road Freight Corridor Improvements, 84th Street East to 72nd Street East Project from "Right of Way Conditionally Approved" to "Approved." 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 a change in project status for Pierce County's Canyon Road Freight Corridor Improvements, 84th Street East to 72nd Street East Project from "Right of Way Conditionally Approved" 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.

This project reconstructs Canyon Road East to accommodate a five-lane facility with paved shoulder, curb, gutter, and sidewalk. The project will construct a fully-actuated traffic signal at 80th Street East with an emergency vehicle preemption system. The existing span wire traffic signal at 72nd Street East will be reconstructed with a mast arm type system. The project will also include stormwater collection and treatment.

Table 1: Project Details and Review Criteria

Review Criteria	Canyon Road Freight Corridor Improvements, 84th St E to 72nd St E Project
Total Project Cost	\$15,420,000
Consistency with Regional Policies	The project is consistent with regional policy.
Benefit-Cost Analysis	Not required- This project is below \$100,000,000
Environmental Documentation	A NEPA Categorical Exclusion was initially approved in January of 2016, and a reevaluation completed in June of 2020 A SEPA Determination of Nonsignificance was issued in July of 2019.
Other Planning Requirements	Pierce County has entered into a Memorandum of Agreement with Central Pierce Fire and Rescue for the inclusion of a traffic signal at the intersection of Canyon Road East and 80th Street East. There are no other planning requirements.

Review Criteria	Canyon Road Freight Corridor Improvements, 84th St E to 72nd St E Project
Financial Feasibility	This project is fully funded with \$3,160,000 of County Road funds, \$4,350,000 of Traffic Impact Fees, \$110,000 of Fire District contribution, \$4,000,000 of Transportation Improvement Board funds and \$3,800,000 of FHWA funds for a total project cost of \$15,420,000 in 2021 year of expenditure dollars.
Air Quality Conformity	Approving this project will not change the region's air quality conformity determination.

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

**ACTION ITEM**

January 7, 2021

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: Funding Opportunities

IN BRIEF

At its meeting on December 10, 2020, the Transportation Policy Board was briefed on several upcoming opportunities to distribute newly available Federal Highway Administration (FHWA) funds, as well as a City of Seattle request to fund the West Seattle Bridge repair project. The board will be asked for a recommendation to the Executive Board on these topics at its meeting on January 14, 2021.

ACTION

The Transportation Policy Board should direct staff to proceed with the distribution of 2021-2022 supplemental FHWA funding and 2021-2024 Transportation Alternatives Program funding to the adopted contingency lists based on 2020 final allocation amounts. In addition, the Transportation Policy Board should recommend the Executive Board approve \$14.4 million of new and redistributed FHWA funding towards the repair of the City of Seattle's West Seattle Bridge, with the provision that the City of Seattle will submit only one application in the next regional competition for PSRC funds.

DISCUSSION

Several sources of FHWA funds are anticipated to be available for distribution to projects in early 2021. These include additional FHWA funds to supplement funds previously programmed through PSRC's project selection process, as well as two additional FHWA funding sources – from the Highway Infrastructure Program and the Transportation Alternatives Program. As a follow-up to the board discussion in December, summaries are provided below as well as the actions to be requested from the board in January.

Supplementary FHWA Funds

In coordination with the Regional Project Evaluation Committee (RPEC) and the four countywide forums, PSRC staff has been evaluating the impact to the region's current FHWA programmed amounts from a variety of recent activities. These include the receipt of final federal allocation amounts over the last few years compared to the original estimates used for awarding funds; funds returned from projects that were canceled or were completed at a lower amount; and the effects of previous supplemental funding actions required to meet the required FHWA annual delivery targets.

Based on these elements, it appears likely that the region is currently under-programmed for 2021 and 2022 FHWA funding. This assessment is based on an evaluation of the considerations above, as well as the anticipated delivery targets that will be assigned for 2021 and 2022. With the recent passage of the federal 2021 appropriations bill, preliminary analysis suggests additional programming of PSRC's FHWA funds in 2021 and 2022 is warranted. Utilizing the region's final 2020 allocation amounts as updated estimates from the original programming levels, approximately \$49 million would be available for the two-year period. Per adopted policy, the process for distributing these funds would utilize the prioritized contingency lists and procedures adopted as part of the 2020 project selection process.

In addition to the supplementary funding described above, as part of the 2020 project selection process \$5.47 million was set aside for the Rural Town Centers and Corridors Program. As has been the procedure since the program was developed in 2003, the competition for these funds is conducted in the subsequent year. It is anticipated this process will commence in late spring or early summer 2021.

Summary of requested board action: The board is asked to provide direction to staff to proceed with the distribution of additional 2021 and 2022 FHWA funding, based on the RPEC recommendation of utilizing the final 2020 allocation amounts as updated estimates for these two years. The total distribution levels would therefore be as follows (in millions):

Forum	2021-2022 STP	2021-2022 CMAQ
Regional	\$13.8	\$10.6
King	\$7.3	\$6.0
Kitsap	\$0.9	n/a
Pierce	\$2.9	\$2.4
Snohomish	\$2.7	\$2.2
TOTAL	\$27.6	\$21.1

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a set-aside of FHWA funds under the FAST Act that provides funding for community-based transportation improvements, such as bicycle/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 TAP funding within each region.

The last competitive process conducted by PSRC for TAP funds was in 2017, and funds are fully awarded through 2020 and the end of the FAST Act. Given the uncertainty regarding the continuation of this program into the next federal transportation act, further competitions have as yet not been conducted. However, under consultation with FHWA and the Washington State Department of Transportation, it is advised that PSRC award TAP funds for the next several years based on 2020 levels of funding, or \$4.5 million per year.

Feedback was requested from RPEC and the four countywide forums regarding whether to conduct a stand-alone competition in 2021 to distribute the available TAP funds, or to award funds to eligible projects on the adopted contingency lists. RPEC members voted in December and the majority recommendation is to utilize the adopted contingency lists.

Summary of requested board action: The board is asked to provide direction to staff to proceed with the distribution of 2021-2024 TAP funds, totaling \$18 million or \$4.5 million per year, to eligible projects on the adopted contingency lists.

Highway Infrastructure Program

Another set-aside of FHWA funds under the FAST Act is the Highway Infrastructure Program (HIP). This program has specific eligibility and timing requirements, but in general funds are available for roadway and bridge projects. PSRC awarded \$9.5 million in 2018, and an additional \$15 million of new funds is available for distribution.

As discussed in December, the City of Seattle made a request to award the available HIP funds to the West Seattle Bridge repair project. The request was discussed by RPEC and the four countywide forums, and the RPEC recommendation presented to the board at its December 10th meeting was the following:

- Distribute the \$15 million of HIP funds to the West Seattle Bridge repair project; and
- The City of Seattle will return \$4.9m of 2023 funds awarded in 2020 for Preliminary Engineering / Design of the replacement bridge; and
- The City of Seattle will be limited to submitting only one application into the next PSRC regional FHWA competition.

PSRC met with the chairs of RPEC and the four countywide forums on December 21st

to review the comments and questions received during the December board meeting, as well as to follow up on certain details of the above recommendation. The outcome of this meeting was a refinement to the recommendation that addresses concerns raised regarding equity of impacts across the four counties, as well as to assist in meeting the region's 2021 delivery target. The updated recommendation is as follows:

- The City of Seattle will return the \$4.9 million of 2023 funds awarded for design of the bridge replacement, as well as \$2 million of 2020 funds awarded during the supplemental funding action earlier this year. Those funds were originally awarded to review and study options between the repair versus replacement of the bridge; the funds have not yet been expended and the repair option has now been selected.
- Both of these awards, totaling \$6.9 million, are recommended to be repurposed and applied to the bridge repair project. The 2023 funds will be advanced and can therefore assist in meeting 2021 delivery.
- The balance of the request is recommended from HIP funds. Since the default procedure for distribution of the HIP funds would be to utilize the adopted contingency lists, with 50% of the funds applied to the regional contingency list and 50% distributed by population percentage among the four countywide contingency lists, the recommendation is to apply the \$7.5 million of regional HIP funds to the West Seattle Bridge repair project. The remaining \$7.5 million is recommended to be applied to the countywide contingency lists.
- The total award to the West Seattle Bridge repair project would therefore total \$14.4 million. The limit on one regional application submittal in 2022 is also retained as part of the recommendation.

Summary of requested board action: The board is asked to recommend approval of funding for the City of Seattle's West Seattle Bridge repair project in the amount of \$14.4 million, per the details above. The board is further asked to provide direction to staff to proceed with distribution of the remaining \$7.5 million of HIP funding to the adopted countywide contingency lists. Information on the adopted contingency lists and the West Seattle Bridge project is attached.

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

Attachments:

- A - PSRC'S 2020 FHWA Regional Competition - Prioritized Contingency Lists
- B - PSRC'S 2020 FHWA Countywide Competitions - Prioritized Contingency Lists
- C - West Seattle Bridge Briefing

PSRC'S 2020 FHWA REGIONAL COMPETITION - PRIORITIZED CONTINGENCY LISTS

Eligible in full or part for HIP funding

REGIONAL PRIORITIZED CONTINGENCY LIST					
Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)					
WSF	Phase 2 of the Hybrid Electric Ferry Conversion Project	Construction	64	\$6,000,000	The project will allow ship-to-shore charging interface and install shore-side improvements to support charging stations at the Seattle and Bainbridge Island terminals.
King County Metro	On-Demand Feeder-to-Fixed Route Connections to Transit Program	Other	53	\$3,000,000	Metro will contract with a service provider to provide on-demand feeder-to-fixed route (F2FR) service for two years at three newly expanded transit hubs located in Regional Centers: Federal Way Transit Center, Overlake Village Station, and Auburn Transit Center. Customers within a two-mile radius of these transit centers will be able to request rides, get picked up within 15 minutes, and rideshare to and from the transit hub and destinations within the service area.
Surface Transportation Block Grant Program Funding (STP)					
Bothell	Bothell Way Improvement Phase 2	Right of Way	69	\$1,650,000	Mobility improvements along Bothell Way NE between 240th St. SE and the County Line. The scope includes widening the road to 5 lanes, signal improvements, protected bicycle lanes, sidewalks, transit priority signals, transit stop amenities, utility work, illumination, and storm drainage.
Tacoma	Prairie Line Trail Phase II	Construction	65	\$4,400,000	Construct a shared use path between S 21st St. and S 25th St. to complete the last unfinished segment of the Prairie Line Trail. The project will also include wayfinding, landscaping, and crossing treatments at intersections.
Shoreline	SR 523 (N/NE 145th Street) & I-5 Interchange	Construction	62	Funded	Construct multi-lane roundabout intersections at the I-5 southbound ramp terminals and NE 145th St. and 5th Ave. NE. Rechannelize the existing NE 145th Street overpass to accommodate an 11-foot and a 12-foot vehicle lane in both directions, a 3-foot median, and a buffered 9-foot bicycle lane on the north side of the overpass.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
Renton	Rainier Avenue South Corridor Improvements Phase 4B	Construction	61	Funded	Construct improvements along Rainier Ave. S between S. Tobin St. and NW 3rd Pl. Project will widen sidewalks with streetscaping, upgraded traffic signal timing and coordination, access management, installation of a HAWK signal, transit facility upgrades, and landscaped buffers and medians. Project will also construct a segment of the Lake Washington Loop Trail from Airport Way to NW 3rd Pl.
Fife	Port of Tacoma Road Phase 2b: 20th Street East	Construction	60	\$4,600,000	Widen and improve 20th St. E. and the intersections at Port of Tacoma Rd, 34th Ave. E, and Industry Dr. E with new signals and pedestrian crossings.
Kent	76th Avenue South - North Segment	Construction	60	\$3,480,000	Construct road and drainage improvements along 76th Ave. S. from S. 212th St. to 1,000 feet south of S. 212th St. The project includes raising the existing road to prevent flooding; a full width overlay, concrete curb, gutter, sidewalk, 5-foot paved shoulder, street lighting, storm drainage, and channelization.
Shoreline	SR 523, I-5 to Corliss Avenue N	Construction	60	\$4,920,000	Project provides improvements along SR 523 from 3rd Ave. NE to Corliss Ave. NE. Improvements include signal improvements, channelization, traffic signal timing, shared-use path buffer, ADA curb ramps, utility relocation, and pedestrian lighting.
Snohomish County	Alderwood Mall Parkway 168th St SW - SR 525	Construction	54	Funded	Widen Alderwood Mall Parkway to five lanes from 168th St SW to the SR 525 ramps. ADA compliant sidewalks will be provided on both sides of the parkway and protected bicycle lanes will be installed on the east side of the parkway and striped on the west.
Marysville	156th St NE Corridor Improvements	Construction	48	Funded	Widen 156th St. NE from 3 lanes to 5 lanes from Smokey Pt. Blvd. to west of Hayho Creek. The project will also include, curb, gutter, landscape strip, sidewalk, stormwater conveyance, illumination, signage, and pavement markings. Northside sidewalk will be widened for shared use path.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
Kent	South 218th Street/98th Avenue South from 94th Place South to South 216th Street	Construction	46	\$4,915,680	Widen S. 218th Street/98th Avenue S. from 94th Pl. S. to S. 216th St. to three lanes and include paving, concrete curbs, gutters, sidewalks, five-foot paved shoulders, street lighting, storm drainage, landscaping, utilities, and channelization.
Arlington	169th St NE Connecting Segment	Construction	43	\$2,650,000	Filling road network gap with a new segment of 169th St. between 40th Ave. and 43rd Ave. Project includes 1,659 linear feet of two-lane roadway, sidewalk, 12-foot wide multi-use path, relocation of detention ponds, drainage, and lighting.
Kitsap County	SR 104 Realignment - Kingston Phase 1	Construction	39	\$4,909,460	Provide two eastbound and one or two westbound lanes from the WSF loading area to Iowa Ave. Sidewalks and intersection improvements along Iowa Ave. Stormwater, illumination, restriping, and signage along Main St. to allow two-way traffic. Bike lanes, restriping, signal work along SR104. Ferry toll booth relocation.
Port of Bremerton	Airport Way Phase 2-2 (Construction)	Construction	35	\$2,942,656	Construct a two-lane roadway with 5-foot bicycle lanes and 3-foot shoulders between Old Clifton Rd. and the south end of the Bremerton National Airport. Project includes a separated 5-foot pedestrian path, stormwater swales, and wildlife fence.
Bainbridge	Bainbridge - Sound to Olympics Trail - High School Rd to Madison Ave North	Preliminary Engineering / Design & Construction	30	\$2,545,000	Extend the Sound to Olympics Trail about a mile along SR305 from High School Road Rd. to Madison Ave.
Federal Way	SW King County Regional Trail Plan	Planning	19	\$250,000	Develop a SW King County Regional Trail Plan to identify the regional trail connections between SW King County agencies and north Pierce County agencies and their associated regional growth centers.

PSRC'S 2020 FHWA COUNTYWIDE COMPETITIONS - PRIORITIZED CONTINGENCY LISTS

Eligible in full or part for HIP funding

KING COUNTY PRIORITIZED CONTINGENCY LIST					
LARGE JURISDICTION PROGRAM					
Sponsor	Title	Funding Source	Contingency Amount	Phase(s)	Description
Bellevue	Mountains to Sound Greenway Trail: 136th Place SE to 142nd Place SE	STP	\$4,300,000	Construction	This project will fill a critical missing link in the Mountains to Sound Greenway (MTSG) trail system, connecting to the 142nd Place SE I-90 overcrossing which accesses the regional transit services at the I-90/Eastgate Flyer Stop and Eastgate Park and Ride. The MTSG trail system originates in Seattle and continues through the highly urbanized Eastgate corridor in Bellevue and over Snoqualmie Pass into central Washington. This project will construct over 1,200 feet of separated multi-use trail from 136th Place SE to 142nd Place SE, fully within the Eastgate locally designated center and connecting directly to the Factoria locally designated center, immediately to the west. Trail segments to the west are currently under construction (crossing Factoria Blvd. to 132nd Avenue SE) or are already funded for construction (132nd Avenue SE to 136th Place SE). Constructed improvements will include a 12-foot wide, hard surface facility, trailhead 1 of 9. Constructed improvements will include a 12-foot wide, hard surface facility, trailhead treatments, wayfinding, a landscaped buffer from the adjacent SE 36th Street, lighting, natural storm drainage features, and access to the local street system.
Federal Way	Adaptive Traffic Signal Control - City Center - Phase 2	CMAQ	\$600,000	Constuction	This project would allow us to improve the Adaptive Traffic Signal Control system detection to assure optimal timing of traffic signals at 9 intersections, reducing delays to all modes of travel and reducing motor vehicle emissions. In addition, we would add surveillance cameras and Automated Traffic Signal Performance Measures to the major corridors of S 320th Street and SR 99.
Renton	NE Sunset Blvd (SR 900) Corridor Improvements	STP	\$3,150,000	Right of Way	The NE Sunset Blvd (SR 900) Corridor Improvements project will improve traffic operations and increase safety for all people driving, walking, bicycling, and taking transit. The grant will fund right-of-way acquisition needed in order to achieve these elements. NE Sunset Blvd will be transformed to improve all forms of mobility and create a more inviting corridor through urban design amenities. The project improvements require a wider right-of-way to allow for a sidewalk on the south side of NE Sunset Blvd (where topography allows) and a multi-use trail on the north side - both separated by landscaped buffers, a landscaped median with allowance for left-turns/U-turns for access to businesses, improved management at intersections, and two travel lanes in each direction. Improvements to traffic operations include traffic signal priority for transit vehicles and consolidated driveway access locations. 1 of 10 This project also includes upgrades to crosswalks, streetlighting, traffic signals, channelization, and drainage facilities. These improvements together with streetscape elements such as street trees, transit amenities, and street furniture, and public art which will result in a sustainable, long term solution to the community's transportation needs.
Shoreline	SR 523, I-5 to Corliss	STP	\$4,920,000	Construction	SR-523 (N/NE 145th Street) from Aurora Avenue (SR-99) to I-5, is the west leg of a major eastwest corridor in the region which also forms the city boundary between Shoreline and Seattle. This stretch of corridor has an ADT (Average Daily Traffic) of 31,000 and a direct connection to the 145th Street/I-5 interchange. With a new light rail station opening in this area in 2024 along with future frequent bus service on the corridor, the number of users will continue to rise, for all modes of travel. The City of Shoreline is currently designing two projects on the corridor, both with STP and Local funding. One project includes improvements to the interchange, and the second project includes improvements on the 145th Street Corridor from Aurora Avenue to I-5. In order to complete work in manageable segments, ROW acquisition and Construction for the SR-523 (N/NE 145th Street), Aurora Avenue to I-5 Project, currently under design, has been 1 of 13 SR-523 (N/NE 145th Street), Aurora Avenue to I-5 Project, currently under design, has been divided into three phases. Phase 1 is from Corliss Avenue to I-5. As stated, design has been funded with STP and Local funding. ROW acquisition for Phase 1 is funded by State (Connecting Washington) funds. Construction of Phase 1 improvements are estimated at just over \$11 million. This application requests \$4.92 million in STP Construction funds toward completion of all aspects of construction for Phase 1. The remainder of Construction funds for Phase 1 will be Connecting Washington funding. Phase 1 improvements include: Signal improvements at 1st Avenue. New left turn lane on 145th Street with lengthened storage, right turn lanes, and traffic signal timing (between I-5 and Corliss Ave). A new 13-foot shared-use path on the north side (between I-5 and 1st). A new 8-foot side with 5-foot amenity zone on north side (between 1st and Corliss). ADA curb ramp upgrades at intersections. Utility relocation (many poles currently block sidewalks). Pedestrian scale street lighting.
Redmond	70th Street Extension	STP	\$2,700,000	Construction	Design the 70th Street Extension from State Route 202 to 180th Avenue, including one general purpose lane in each direction, center turn lane, bicycle lanes, and sidewalks.

Tukwila	South 42nd Ave Bridge Replacement	STP	\$1,500,000	Preliminary Engineering/Design, Right of Way	This project will complete the design and environmental permitting of a replacement 42nd Avenue S Bridge over the Duwamish River. Design of the replacement bridge will begin in 2020 and is currently funded through approximately 30%. The current 42nd Avenue South Bridge was built in 1949 and is both Structurally Deficient and Functionally Obsolete. A replacement bridge is necessary to provide access to the BNSF Intermodal Freight Facility and to Baker Commodities as well as the Allentown residential neighborhood. The project ultimately will completely replace the failing bridge. The replacement bridge will accommodate both the residential and commercial vehicles and provide ADA compliant pedestrian and bicycle facilities.
Seattle	Downtown Seattle Bike Network	CMAQ	\$3,020,000	Preliminary Engineering/Design, Construction	This project will build three new protected bike lanes (PBLs) in downtown Seattle, each of which will make multiple connections to other trails, PBLs, and bike facilities. These three grant-funded projects, delivered in conjunction with significant local investments in the downtown area, will substantially complete an "all ages and abilities" bike network through the region's densest, most active, and fastest growing job center. These three projects will make up the next generation of the Center City Bike Network, linking the existing network together and resulting in more than 10 miles of interconnected trails and PBLs in the downtown core. The facilities that would be built with this grant include 0.2 miles of PBL on Yesler Way between Alaskan Way and 2nd Ave, which will connect the future Waterfront Promenade to the 2nd Ave PBL and give seamless access to the downtown core. It also includes 0.7 miles 1 of 11 the 2nd Ave PBL and give seamless access to the downtown core. It also includes 0.7 miles of PBL to link the southern end of the Elliott Bay Trail to the northern end of the Waterfront Promenade, which will complete a waterfront bike path from Salmon Bay to Alki Beach. These two bike lanes will start where the Central Waterfront project ends in order to connect the waterfront to the rest of Seattle's bike network. Finally, this project will build the northern and southern extensions of the 4th Ave PBL for a total of 1.5 miles; this will complete a north/south pathway through the downtown core that offers direct access to dense employment centers and bike facilities connecting other parts of the city
Auburn	A Street Loop	STP	\$1,125,000	Construction	The project will construct a connection from the existing A Street Loop (A Street SW to 4th Street SW to S. Division Street to 3rd Street SW) to southbound A Street SE approximately 375 feet south of 3rd Street SE. The connection will be made with a new 300 feet long oneway (eastbound) roadway with one vehicle lane, curb, gutter, sidewalk and street lighting.
Kent	South 218th Street/98th Avenue South from 94th Place South to South 216th Street	STP	\$4,915,680	Construction	This project will widen South 218th Street/98th Avenue South from 94th Place South to South 216th Street to three lanes and includes paving, concrete curbs, gutters, sidewalks, five-foot paved shoulders, street lighting, storm drainage, landscaping, utilities, and channelization.
Covington	SR 516 and Covington Way Intersection Improvements	STP	\$1,069,000	Right of Way, Other	The City is seeking funding for right of way acquisition as part of the construction of improvements at the intersection of SR 516 (SE 272nd Street) and Covington Way. The project scope includes adding vehicle turn lanes, revised channelization for reuse of the existing roadway surface, signal modifications, addressing active transportation facility gaps, ADA-related mobility barriers and transit improvements. This intersection improvement project will require modifications to the existing Little Soos Creek crossing, which runs from the northeast corner to the southwest corner of the intersection. The total project length is just over 1000 feet along SR 516 (SE 272nd Street) and just over 500 feet along Covington Way. The project will construct a street section consistent with the 1 of 13 500 feet along Covington Way. The project will construct a street section consistent with the existing SR 516 section east of the project limits. ADA modifications will include installation of pedestrian push buttons and upgrading of ramps and detectable warning surfaces to the latest standards. Active transportation will be improved through installation of vegetated buffers to set sidewalks back from high speed, high volume travel lanes, installation of bike lanes on Covington Way, and an off-street bike connection and crossing improvements to connect to bike lanes on 164th Avenue SE. Transit connections will be improved through rebuilding and relocation of bus stops, improved active transportation and signalization improvements for operational reliability. The scope includes illumination, landscaping, sidewalk, signal modifications, ITS, and planter strip buffers with street trees. The project is aligned with the Covington Comprehensive Plan's transportation goals and policies as detailed in other sections of this application.

North Bend	Bendigo Blvd N/W 4th St Roundabout	STP	\$3,101,000	Preliminary Engineering/Design, Right of Way	This project would improve safety, capacity, and mobility by constructing a roundabout, sidewalks, and bike lanes at the intersection of Bendigo Boulevard N and W 4th Street. The intersection improvements aim to distribute traffic better throughout the SR 202 corridor and to relieve congestion at other intersections along Bendigo Boulevard N. The project also aims to improve vehicular and non-motorized access to and from the local center, particularly for the destinations east of the intersection, by eliminating the diverter island and providing nonmotorized facilities. The project's sidewalks and bike lanes would improve non-motorized mobility by providing safer facilities and completing a portion of the desired connection between Downtown North Bend and the regional trail that lies just north of the intersection. Constructing a roundabout will improve the safety at this intersection by reducing vehicular traffic speed and eliminating left-turn movements, which reduces the number of conflict points and the severity of collisions. The project includes new curb, gutter, ADA curb ramps, 1 of 12 points and the severity of collisions. The project includes new curb, gutter, ADA curb ramps, striping, signing, illumination, landscaping, storm drainage conveyance system and culvert extension, and sidewalk. The project will also require right of way acquisition and construction easements from the adjacent parcels. The City of North Bend is currently pursuing multiple funding partners including regional funding through the PSRC and local funds.
Sammamish	Issaquah-Fall City Road Project, Phase 2	STP	\$3,500,000	Construction	The project improves SE Issaquah-Fall City Road/SE Duthie Hill Road corridor (IFCR) from Klahanie Dr SE to SE Issaquah-Beaver Lake Rd. Most of the roadway is named Issaquah-Fall City Road within the City of Sammamish, but a short portion of the urban corridor at the northeast project limits is named SE Duthie Hill Road. The road will be widened to an urban three (3) lane cross section with curb, gutter, sidewalk, bike lanes, landscape strips and center left turn lane/median. Two intersections, SE Issaquah-Beaver Lake Rd @ SE Duthie Hill Road and SE Issaquah-Fall City Road @ SE Duthie Hill Road, will be analyzed for safety and traffic capacity improvements, and will at minimum receive traffic signalization with ITS. Both intersections will also be analyzed to determine if a roundabout could provide even greater levels of service. This project extends non-motorized facilities and corridor improvements currently being 1 of 10 This project extends non-motorized facilities and corridor improvements currently being constructed by the Phase 1 Issaquah-Fall City Road Project, with limits between 240th Place SE and Klahanie Drive SE. That project is providing connection to the existing non-motorized facilities and Issaquah Highlands Center and Park and Ride on the Issaquah-Pine Lake Road/Highlands Drive NE corridor.
Kent	76th Avenue South - North Segment	STP	\$3,480,000	Construction	This project will construct road and drainage improvements along 76th Ave South from S 212th Street to 1,000 feet south of S 212th Street. The project includes raising the existing road to prevent flooding; a full width overlay, concrete curb, gutter, sidewalk, 5-foot paved shoulder, street lighting, storm drainage, and channelization. This section of roadway is in the lowest portion of the Mill Creek Sub-basin which floods during significant rain events, multiple times per year. The project will raise the roadway by approximately 3 feet. This will elevate the entire segment above the FEMA 100-year flood elevation. Existing asphalt pavement will be replaced with concrete pavement. 76th Avenue S is a T-2 in the Freight and Goods Transportation System. The project is located just north of the City's 76th Ave South Improvements (Middle Segment) project scheduled for advertisement April 14, 2020. The middle segment of 76th Avenue was awarded Transportation Improvement Board funding in 2019. In addition, the 76th Avenue South (South Segment) received a state allocation.
Auburn	Auburn Way S (SR 164) Widening (Hemlock to Poplar)	STP	\$4,500,000	Construction	The project will improve Auburn Way S (SR 164) between Hemlock Street SE (Milepost 2.55) and Poplar Street SE (Milepost 3.00) to a five lane road with sidewalks, curb/gutter, street lighting, storm system, a traffic signal, access management, and transit facilities. Portions of the project scope overlap with frontage improvements on SR 164 triggered by the Auburn School District's project to replace Chinook Elementary which presents an opportunity for partnership and cost efficiencies
Covington	SR516 - 185th to 192nd CIP1128	STP	\$1,084,233	Right of Way	This project is to widen and reconstruct a portion of SE 272nd Street between 185th Place SE and 192nd Avenue SE. This project will widen the street from 3-lanes to 5-lanes including curb and gutter, bike lanes, 8' sidewalks, access control features, illumination, landscaping, signal improvements, transit signal priority, a new bus pad, ITS, provisions for u-turns, and planter strip buffers with street trees.

Black Diamond	SR 169 Corridor & Intersection Improvements	STP	\$3,000,000	Construction	The City of Black Diamond is seeking funding for construction of intersection improvements and access management along SR 169 at the Roberts Road intersection and the future intersection with Pipeline Road, located approximately 750 feet north of the existing Black Diamond-Ravensdale Road intersection. The intersection of SR 169 and Roberts Road currently exists as a stop-controlled intersection with free-flowing traffic along SR 169. The angled configuration of this intersection results in difficult line of sight for stopped traffic, and the intersection does not currently meet The City of Black Diamond's level of service standards. To address these operational and safety issues, a single-lane roundabout is proposed. A roundabout at the future intersection of SR 169 and Pipeline Road is proposed as part of the SR 169 project. The roundabout will serve a future east-west connection between SR 1 of 12 the SR 169 project. The roundabout will serve a future east-west connection between SR 169 and Lake Sawyer Road SE to help accommodate new development in the area and create a more porous roadway network. The roundabout at SR 169 and Pipeline Road will serve to efficiently process traffic at this new intersection, and as a turnaround to facilitate access management between the two roundabouts and a right-in-right-out restriction for the intersection with Black Diamond-Ravensdale Road. The total project length is approximately 1,400 feet with a center median between the two proposed roundabouts. Both roundabouts will include pedestrian crosswalks on all legs and a shared use path for pedestrians and bicyclists traversing the roundabouts, as well as connecting to existing sidewalks and filling sidewalk gaps between the intersections. This project is aligned with the Black Diamond Comprehensive Plan's transportation goals and policies
Pacific	West Valley Highway Reconstruction	STP	\$4,920,000	Construction	Reconstruct West Valley Highway between the Pacific southerly City Limits and the City northerly limits. The section of the road from 3rd Avenue SW to the southerly City line will be widened to two 14-foot through lanes, two 5-foot wide bike lanes, a 5-foot wide sidewalk (east), storm drainage conveyance, water quantity and water quality facilities, landscaped areas, illumination and associated utility extensions. Low Impact Development (LID) design techniques including permeable concrete for the sidewalk, and other LID techniques are proposed for the project as appropriate. The project will provide a new full pavement section in the areas where pavement failure is evident and an asphalt overlay of all other areas of the Project.
King County	S 360th St at Military Rd S Intersection Improvement	STP	\$2,703,125	Construction, Other	The proposed intersection improvements will add a new single-lane roundabout at South 360th St and Military Road South. The existing intersection is unsignalized with stop control on South 360th Street. Military Road South is a north-south two-lane principal arterial with 11-foot lanes and 5-foot paved shoulders. South 360th Street, west of Military Road South, is an urban collector arterial with two 11-foot lanes, paved shoulders varying 2.5 to 5-foot wide. South 360th Street, east of Military Road South is an urban local access street with 22-foot wide pavement, no shoulders. The project includes installation of sidewalks, ADA improvements, lighting, and drainage features. The approach roadways will have a minimum 11-foot lanes and 8-foot paved shoulders. Additional right-of-way will be purchased for a future southbound second lane. 1 of 7 shoulders. Additional right-of-way will be purchased for a future southbound second lane. This future improvement will be completed when the single lane roundabout is nearing capacity. The existing intersection has a high collision rate, high traffic volumes, and higher than posted speeds. It was identified as a high collision location in both the King County 2016 and 2020 High Collision Location Report. During the three-year period between January 1, 2015, and December 31, 2017, a total of 25 collisions were reported at this intersection. Of these collisions, 14 involved injuries. From 2010 through 2019, the crash rate was .92 crashes/million entering vehicles (mev). In the last three years the crash rate has climbed to 1.09 crashes/mev for 2017-2019. During October 2019 the intersection experienced an angle collision that resulted in a fatality. In 2017, Military Road South carried an average daily traffic (ADT) volume of 13,274. The ADT increased by over 30% from 2015 to 2017. Part of the increase is attributed to by-pass traffic from north-south highways such as I-5 and SR 167. The addition of heavy by-pass traffic on Military Road South creates more operation and safety concerns along the corridor resulting in long delays of vehicles entering Military from S 360th Street. The proposed roundabout will improve safety by providing slower speeds and reduced angles of traffic interaction and the severity of collisions.

King County	Issaquah-Hobart and May Valley Intersection Improvement	STP	\$3,920,180	Construction, Other	Improvements will include roadway reconstruction, cement concrete curb, gutter, sidewalks and ADA ramp considerations, marked crosswalks, pavement markings, permanent traffic signs, drainage network improvements, water quality facility, structural walls, handrails, fences, landscaping, illumination, erosion/sediment control, and right-of-way acquisitions. This intersection has experienced a substantial amount of growth in traffic volumes over the last several years which resulted in worsened congestion leading to extended travel times and longer peak traveling hours. An Issaquah Hobart/Front Street corridor study was completed in 2018 that included this intersection improvement as a high priority project. The corridor study was a joint project between King County and the City of Issaquah. A more indepth traffic analysis was completed in 2019 with a Vissim software analysis of the corridor between May Valley Road and Cedar Grove Road. This location experiences congestion that 1 of 8 between May Valley Road and Cedar Grove Road. This location experiences congestion that leads to traffic delays and safety issues, such as rear-end collisions. This project will help manage congestion and improve operation of the intersection, improve system reliability and improve safety by reducing congestion which can lead to rear-end collisions.
King County	NE Woodinville Duvall Rd and W Snoqualmie Valley Rd Intersection Improvement	STP	\$1,643,500	Preliminary Engineering/Design, Right of Way	This project will construct either a rural roundabout or a signalized intersection with left turn lane pockets at the cross streets of NE Woodinville Duvall Rd and W Snoqualmie Valley Rd. It is currently a signalized intersection with single lane approaches on the east, west, and north approaches and one left and through lane and one right turn pocket on the south leg. Improvements will include roadway reconstruction, cement concrete curb, gutter, sidewalks and ADA ramps, marked crosswalks, pavement markings, permanent traffic signs, drainage network improvements, water quality facility, structural walls, culverts, landscaping, illumination, erosion/sediment control, and right-of-way acquisition. This location is identified as a High Collision Location in the King County 2020 High Collision Location Report. The crash rate is 0.81 crashes/ million entering vehicles for 2010-2019. The recent three-year trend for 2017-2019 has risen to 0.98 crashes/ million and qualifies it as a 1 of 7 recent three-year trend for 2017-2019 has risen to 0.98 crashes/ million and qualifies it as a High Collision Intersection. Crashes are mostly angle collisions, especially from the high volume east and west approaches on Woodinville Duvall Rd. Left turning traffic failing to yield to oncoming drivers is the primary cause. This project will improve the safety of roadway users at this high collision location, manage the increasing traffic volume, and will address significant drainage repairs along Tuck Creek.
ALL OTHERS PROGRAM					
Sponsor	Title	Funding Source	Contingency Amount	Phase(s)	Description
King County - Metro	Mobility Hub Transformation at Existing Transit Centers	CMAQ	\$2,900,000	Preliminary Engineering/Design, Construction	This project will make improvements to three of Metro's busiest transit centers: 1) Aurora Village, 2) Burien and 3) Kent-Des Moines. It will upgrade these key regional transit facilities into full multi-modal mobility hubs. Access to these transit centers was analyzed within a 2-mile access shed, within convenient travel distance for most travel modes. The three transit facilities are or will be served by high capacity transit (HCT) service such as Metro's RapidRide, Sound Transit's LINK Light Rail and STRIDE bus rapid transit (BRT) and Community Transit's Swift BRT service. The project scope includes: 1 of 15 - Reconfiguring the existing facilities to accommodate more passengers, pick up and drop off areas and a wider variety of access modes such as carpools/vanpools, shared mobility, transportation network companies, micro-mobility (bike and scooter share) and walk and roll modes; - Implementing real-time parking availability information and systems to more efficiently use the existing parking - Improving bicycle and pedestrian circulation to reduce modal conflicts, improve safety and attract more users; - Constructing micro-mobility hubs to accommodate/create secure, defined space for personal mobility devices such as personal bicycles, shared bikes and shared scooters; - Improving passenger wayfinding signage and waiting areas, Project outcomes include: • Expanded access to transit for more people and modes, • Increased transit ridership to help leverage significant regional transit service investments, • Reduced demand for SOV parking at overcrowded parking lots • Improved safety for all modes of travel • Enriched biking, walking and shared mode experiences through improved circulation, onsite access and amenities, • Enhanced customer experience by improving signage and customer amenities, while creating a seamless, direct modal transfer experience.

WSDOT	King County Traffic Buster 2	STP	\$540,000	Construction	This project will upgrade the King County Traffic Buster network equipment and software that serve 12 cities, one university, and three 911 call centers which includes 16 Regional Growth Centers and four Manufacturing/Industrial Centers. Specific components of the project are: Provide new network routers to all agencies. There are a few exceptions, such as agencies that are connected using services from King County INET. The project will purchase, program, and install 23 routers to support 1 gigabit of bandwidth between each agency and a WSDOT communications hub site. This upgrade replaces aging routers from the original Traffic Buster project. 1 of 9 project. For agencies that have video resources (cameras), provide 14 computer servers running WOWZA branded streaming software. The servers provide isolation (security) between an agency's camera system and another agency viewing the cameras. The server replicates a video stream so that one video stream will serve many Traffic Buster partners. The existing Traffic Buster system can cause video skipping and freezing of an agency's camera streams if other agencies are using the cameras. The WOWZA servers facilitate video sharing without overloading an agency's existing video resources. All agencies will receive new software that facilitates viewing and sharing of cameras. The software displays all of the WSDOT freeway data sources, and displays status of variable message signs, incident reports, and ramp meters. The new software uses a map to display cameras and data. The map can be expanded and WSDOT is working to facilitate adding additional data sources to the map. If requested, WSDOT assists in adding an agency's data to the map system. Unlike the first Traffic Buster, the new map uses a web browser and does not require a software installation. This project replaces interior cabinet components only with no ground disturbance.
NONMOTORIIZED PROGRAM					
Sponsor	Title	Funding Source	Contingency Amount	Phase(s)	Description
Seattle	Beacon Ave Non-Motorized Access	STP	\$2,000,000	Construction	The Beacon Ave Non-Motorized Access project will create a safe and direct route connecting the Beacon Hill neighborhood to Seattle's growing downtown bike lane network and the regional trail network. It also improves non-motorized access to several business districts, the VA hospital, Jefferson Park, and the Beacon Hill light rail station in a growing neighborhood. The southern segment includes 2.4 miles of upgraded multi-use path and a new cycle track on Beacon Ave through Jefferson Park. The northern segment includes 1.5 miles of protected bike lanes and enhanced neighborhood streets through the heart of the North Beacon Hill Urban Village, with a connection to new protected bike lanes to downtown and the existing I-90 Urban Village, with a connection to new protected bike lanes to downtown and the existing I-90 Trail at the southern end of the Jose Rizal Bridge. In a separate and locally funded project, Seattle will extend this facility 1.3 miles to the south with multi-use path improvements that will upgrade and reconfigure the existing median path on Beacon Ave S between 39th Ave S and S Myrtle St.
Redmond	Redmond Central Connector Phase 3	STP	\$2,130,000	Construction	Extend the Redmond Central Connector paved regional trail north from the 9900 Block to 124th Street.
Seattle	Martin Luther King Jr Way Protected Bike Lane	STP	\$1,800,000	Construction	The Martin Luther King Jr. Way S (MLK Way) Protected Bike Lane project will build a protected bike lane and make other safety improvements on MLK Way to link several South Seattle neighborhoods to the region's growing transit and trail networks. The project will connect to the existing Mt. Baker light rail station on the south end and to the future Judkins Park light rail station on the north end via the I-90 trail, which offers further "all ages and abilities" connections to both downtown 1 of 9 the I-90 trail, which offers further "all ages and abilities" connections to both downtown Seattle and the regional trail network. The project will rechannelize and make signal upgrades along MLK Way, a safety improvement that will benefit all users of a street that currently has issues with speeding, head-on collisions, and run-off-the-road collisions. Rechannelization includes minor adjustments in lane widths to improve traffic operations and safety. The project includes 1.1 miles of protected bike lanes on MLK Way between Rainier Ave S and S Judkins St, filling a gap in the bike network and improving safety for all users of the street.

King County - Metro	Safe Routes to Transit: RapidRide I Line	STP	\$879,802	Preliminary Engineering/Design, Construction	The project will improve nonmotorized access and safety to pedestrian and bike links connecting to Metro's RapidRide I Line stations and stops. This project supports the larger Metro RapidRide I Line project with service starting in 2023. The project would design and construct needed nonmotorized improvements within the cities of Renton, Kent and Auburn. The project will provide safer nonmotorized access to RapidRide I Line service connecting designated regional and local centers in Renton, Kent and Auburn. 1 of 13 A recent study, Renton Transit Access Study (2019), RapidRide I Line Access to Transit Report and community outreach in 2019 and 2020 identified "notable access challenges" and potential solutions at more than 50 corridor locations. A preliminary list of projects located within eight "focus areas" along the RapidRide I Line corridor was proposed, evaluated, and ranked for project inclusion through a planning public outreach with the project partner cities of Renton, Kent and Auburn. Project letter of support are found in Attachment D. These high-value projects will fill critical gaps in pathways connecting to Rapid Ride I-Line service to deliver expanded transit access and mobility to more people in the corridor beyond the stop/station projects already planned for construction as part of the RapidRide I-Line project. See Attachment C. Project outcomes include: - Greatly increase the number of people accessing the RapidRide I Line, including historically transit dependent populations; - Support increased transit ridership of between 4,000 and 6,000 new daily riders. - Increase non-motorized safety by reduce collisions involving people walking or biking, to each transit. - Improved access to approximately 70,000 residents and 80,000 jobs along the corridor, with more than 20,000 jobs located within local and regional growth centers; - Decreased traffic congestion and air pollution on corridors connecting local and regional centers as more people shift from SOV travel to transit use.
Kent	Meet Me on Meeker - Transit and Non-Motorized Intersection Improvements at W Meeker Street and 64th Avenue South	CMAQ	\$2,130,000	Preliminary Engineering/Design, Construction	The project will reconstruct the intersection of W Meeker Street and 64th Avenue South to include curb bulb-outs and bus bulb-outs to decrease the pedestrian crossing distance and decrease transit board time, bus stop improvements on the north and south side of W Meeker Street east of 64th Ave South to increase the comfort and safety of transit riders, signal improvements such as transit signal priority to improve transit speed and reliability, and pedestrian crossing and associated sidewalk improvements.
Shoreline	5th Ave/Trail Along the Rail Improvements	STP	\$1,000,000	Construction	Shoreline's vision is to construct a companion shared-use path, called the Trail Along the Rail (TAR), roughly parallel to Sound Transit's Lynnwood Link Extension (LLE) light rail route as it travels through the city. Located east of I-5, the TAR will run from N 145th Street to NE 195th Street. It will enhance pedestrian/bicycle access to the planned Shoreline South/145th & Shoreline North/185th light rail stations, as well as connect to the future 148th Street nonmotorized bridge and the existing 195th Street pedestrian bridge over I-5. The trail will connect to local streets, parks, and schools within the neighborhoods adjacent to the light rail alignment. Due to difficult topography and right-of-way challenges along portions of the alignment, pedestrian/bicycle facilities will be in the adjacent street network where needed. 1 of 10 alignment, pedestrian/bicycle facilities will be in the adjacent street network where needed. Similar to the Interurban Trail, the TAR will serve as Shoreline's segment of a potential regional pedestrian/bicycle network that could ultimately connect cities along the LLE light rail alignment from Seattle to Everett. Trail segments will be implemented in phases. This application will construct sidewalks with protected bike lanes (PBL) and enhanced bike access at transit stops on both sides of the street along 5th Avenue NE from NE 175th Street to NE 182nd Street. These improvements will dovetail into the Sound Transit-led realignment of 5th Avenue NE between NE 182nd Street and NE 185th Street and construction of five blocks of shared-use path between NE 180th Street and NE 185th Street that will become the Trail Along the Rail. Although Sound Transit will be constructing a portion of the future Trail Along the Rail between of NE 180th to NE 185th Street to connect to the light rail station, funding from this application would also provide additional pedestrian/bicycle amenities in key locations along 5th Avenue NE, primarily near 5th Avenue NE/NE 185th Street near the new light rail station. Pedestrian/bicycle amenities will be determined as design progresses but could include wayfinding signage, benches, bike parking, and a bike share hub.

Shoreline	145th Street Off-Corridor Bike Network	STP	\$659,004	Construction	Initially conceived during the 145th Street Multimodal Corridor Study, the Off-Corridor Bike Network is a collection of quieter, slower-paced streets that are intended to provide bicyclists and pedestrians with alternate, parallel routes to 145th Street as well as key connections to the future Shoreline South/145th light rail station, Interurban Trail, and Burke-Gilman Trail. Improvements to these streets will include bicycle facilities such as pavement markings (e.g. sharrows or bike lanes) and signage. Currently, the western portion of the Off-Corridor Bike Network between Interstate 5 (I-5) and the Interurban Trail is being designed as part of the 145th Street Corridor Project. The 1 of 9 the Interurban Trail is being designed as part of the 145th Street Corridor Project. The proposed route is generally located on low volume streets where cars go slow enough to allow pedestrians and bicyclists to feel safe and comfortable. The proposed route will run along portions of 148th Street, Corliss Avenue, 150th Street, Ashworth Avenue, 157th Street, Midvale Avenue, 160th Street, and connect to the Interurban Trail in Shoreline. This portion of the Off-Corridor Bike Network will make connections to and from 145th Street and the future 148th Street Non-Motorized Bridge, which will directly connect pedestrians and bicyclists to the future Shoreline South/145th Station and the Trail Along the Rail. Additional connections will be coordinated to tie-in to Seattle's bike network.
Auburn	Auburn Way S - Southside Sidewalk Improvements	STP	\$680,000	Preliminary Engineering/Design, Construction	This project will fill a 1,700 foot gap in sidewalk on the south side of Auburn Way S (SR 164) between Howard Rd (milepost 1.30) and Muckleshoot Plaza (milepost 1.66) with construction of new sidewalk, curb, and gutter. The project will also install an enhanced pedestrian crossing at Howard Road to connect the existing sidewalk on Howard Rd to the new sidewalk on Auburn Way S.
King County	Renton Avenue South Sidewalks - Phase III	STP	\$1,903,000	Construction	Renton Avenue South is a 3-lane principal arterial with striped bike lanes and sidewalk through much of the corridor. This is a high pedestrian area with schools, parks and retail as well as residential throughout the length of the project. This project will construct cement concrete curb, gutter, and sidewalks to replace an existing walking surface not compliant with the American with Disabilities Act (ADA) and connect to existing sidewalks on either side. Improvements will include ADA ramps, pedestrian actuated crossing, marked crosswalk, partial roadway reconstruction, bus stop pad, pavement markings, permanent traffic signs, shared pedestrian/bicycle pathway, bicycle lane, drainage network improvements, structural 1 of 7 shared pedestrian/bicycle pathway, bicycle lane, drainage network improvements, structural and gravity walls, handrails, fences, landscaping, erosion/sediment control, and right-of-way takes/easements. This non-motorized project will improve the safety of pedestrians and other users in the Renton Avenue corridor. These improvements are intended to make a clear separation of paths among motorized and non-motorized vehicles and pedestrians and fills a gap in the sidewalk system in unincorporated King County.
WSDOT	SR 900/68th Ave S Vicinity - Pedestrian Safety Phase 2	STP	\$500,000	Construction	This project will construct a new sidewalk on the north side of SR 900 between 68th Ave S and the existing King County Metro Transit bus stop. The proposal is for 450 feet of new sidewalk between MP 8.19 and MP 8.27 in King County. The sidewalk will provide raised walkway from the crosswalk at the 68th Ave S signal to the bus stop and connect to the branch sidewalk that leads to a large residential development to the north. Project elements include installation of an ADA pedestrian curb ramp and detectable warning surface to the crosswalk at 68th Ave S, an ADA pedestrian curb ramp to the north shoulder on SR 900, and an ADA pedestrian curb ramp to the sidewalk connecting the residential development to the north. New guardrail will be provided along the back side of the proposed 1 of 7 development to the north. New guardrail will be provided along the back side of the proposed sidewalk. In addition to the sidewalk, the project will adjust drainage, revise pedestrian push button poles, removing existing rumble strips and replace existing guardrail along the affected area.
Kenmore	61st Avenue Sidewalks	STP	\$1,020,700	Preliminary Engineering/Design, Construction	The 61st Avenue NE Sidewalks project consists of design and construction of new sidewalks to replace heaving sidewalk on both sides of 61st Avenue NE between NE 190th Street and 62nd Avenue NE. The existing sidewalk is currently impassable on both sides for ADA individuals. Grant funds will be used to design and construct sidewalk and upgrade curb ramps to comply with ADA guidelines. Significant trees close to 50 years of age will be preserved, maintaining an existing tree canopy that shades the roadway. Some existing onstreet parking will be removed and sidewalk routed around trees in these areas in order to preserve the tree canopy as much as possible. The existing bike lane will also be preserved.
Lake Forest Park	37th Avenue NE Sidewalk (165th to 178th)	CMAQ	\$153,105	Preliminary Engineering/Design	Installation of sidewalk, curb & gutter, and storm drain system on one side of 37th Avenue NE between NE 165th Street and NE 178th Street. Planter strip will be installed as terrain allows. The project limits include Brookside Elementary School with 484 students and the corridor is a connection route to the Lake Forest Park Town Center, the city's commercial and recreational center, along with connections to transit stops on SR 522 and Sheridan Beach Club.
Lake Forest Park	LFP Elementary Sidewalk Improvements	CMAQ	\$200,680	Preliminary Engineering/Design	This project will install on one side of the roadway sidewalk, curb & gutter, and a landscaped buffer where possible on 37th Avenue NE between approximately SR 104 and NE 195th Street, and on NE 187th Street between 35th Avenue NE and 37th Avenue NE.

PRESERVATION PROGRAM

Sponsor	Title	Funding Source	Contingency Amount	Phase(s)	Description
Seattle	Denny Way Preservation	STP	\$1,500,000	Construction	Mill and overlay asphalt pavement
Auburn	A Street SE Preservation (37th St SE to Lakeland Hills Wy)	STP	\$866,130	Construction	The project will grind and overlay A Street SE from 37th Street SE to the Auburn/Pacific City Limit and from the Auburn/Pacific City limit to the intersection with Lakeland Hills Way. The project also includes upgrades to ADA curb ramps and pedestrian push buttons, and replacement of vehicle detection at signalized intersections.
Bellevue	NE 4th Street Preservation	STP	\$1,087,200	Construction	This project will conduct roadway pavement repairs, including resurfacing with asphalt, ADA curb ramp retrofits, and sidewalk repairs on NE 4th Street from 100th Avenue NE to 112th Avenue NE.
Kent	East Valley Highway Preservation (S 212th St to S 196th St)	STP	\$1,500,000	Construction	The East Valley Highway (S 212th St to S 196th St) Pavement Preservation Project includes grinding, replacement of failing pavement sections and a full-width asphalt concrete pavement overlay of the entire roadway section. Curb ramps and traffic signals will be upgraded as required to meet ADA standards.
Renton	Oakesdale Ave SW Preservation Project	STP	\$1,500,000	Construction	The Oakesdale Ave SW Preservation Project will resurface the roadway along Oakesdale Ave SW from SW 34th St northward to SW 16th St. This project will update channelization, adjust or upgrade intersection ramps and corners to current ADA standards, adjust or evaluate the replacement of existing features affected by resurfacing such as monuments, catch basins, or drainage grates. The existing shoulders north of SW 27th St serve as bike lanes as noted in the Trails and Bicycle Master Plan.
North Bend	North Bend Way	STP	\$1,450,000	Construction	Asphalt maintenance and repair of the existing paved travel lanes and bike lanes including a two and one half inch depth grind and overlay up to and including two inches of asphalt due to patch work, emergency repairs and typical truck traffic in this area. Small scale curb repair along with MUTCD approved highly reflective thermoplastic will be part of this project. Intent is to provide timely maintenance to the roadway in order to increase the pavement condition index and reduce the need for costlier repairs in the future.
Bellevue	SE 26th Street / Kamber Road / SE 16th Street Preservation	STP	\$1,408,700	Construction	This project will conduct roadway pavement repairs, including resurfacing with asphalt, ADA curb ramp retrofits, bicycle lane restriping, and sidewalk repairs on the stretch of roadway that starts out as SE 26th Street, becomes Kamber Road as it angles to the NE, then heads directly east as SE 16th Street. The crossroad at the western termini is the intersection with 128th Avenue SE and the eastern termini is the intersection with 156th Avenue SE, extending a distance of over 2-miles.
Snoqualmie	Snoqualmie Parkway Rehabilitation (Preservation)	STP	\$1,200,000	Construction	This project will preserve 7.2 lane miles of Snoqualmie Parkway through grind & overlay and isolated segments of subgrade repair. Repairs will address 1.8 miles of the Parkway, improving four travel lanes, including the shoulder. This is a stand-alone project. Previous phases of Snoqualmie repair are planned to address approximately 4.0 lane miles (1.0 miles of road length with four travel lanes). The 1.8 miles (7.2 lane miles) of the Parkway proposed for improvements in this project will need additional preservation work by 2023. A final phase of 3.0 miles (0.75 miles, 4 travel lanes) is slated to follow in 2025.
Kirkland	Central Way Preservation	STP	\$1,296,000	Construction	Complete design and construction for resurfacing Central Way from west of 6th street to Market Street. Repair damaged sections of pavement, broken curb, gutter and sidewalk. Replace and upgrade curb ramps to meet ADA requirements. Replace traffic detection loops. Re-stripe pavement markings. Bike lanes will be added where they can be accommodated.
Shoreline	Greenwood Avenue N Preservation	STP	\$298,000	Preliminary Engineering/Design, Construction	This project will provide pavement preservation on Greenwood Avenue N between N Innis Arden Way and Carlyle Hall Road N in Shoreline. The scope will include pavement overlay including gravel shoulder restoration, pavement re-striping, upgrade of street signs with substandard retro-reflectivity, and installation of new signs, if needed. This corridor is identified as a bike route in the City's 2011 Transportation Master Plan. Bike Route signs will be installed to support the Bicycle Master Plan.
Shoreline	155th Street, Midvale Avenue N to Meridian Avenue N Preservation	STP	\$531,000	Preliminary Engineering/Design, Construction	This project will provide pavement preservation on N 155th Street between Midvale Avenue N and Meridian Avenue N in Shoreline. The project scope will include spot pavement repairs pavement overlay, and pavement re-striping, including bike lanes. Although many of the curb ramps in this segment have been reconstructed to ADA standards, the scope will also include reconstruction of the remaining non-compliant curb ramps to meet ADA standards.
Kenmore	73rd Ave NE Overlay	STP	\$746,950	Preliminary Engineering/Design, Construction	This project will provide a 2" grind and overlay of 73rd Ave NE between NE 182nd St and NE 192nd St. The project will replace existing curb ramps with ADA compliant curb ramps and once completed, 73rd Ave NE will be restriped to include new bike lanes.
King County	Orillia Road South Preservation	STP	\$1,297,500	Construction	This project will extend the life of the pavement and provide a virtually maintenance-free pavement for an estimated 5 to 8 years. The pavement preservation project will include localized full depth roadway reconstruction which includes a full width grind and overlay with a leveling course, ADA compliant curb ramps, pavement markings, permanent traffic signs, landscaping, erosion and sediment control, and right-of-way takes/easements. The pavement condition index (PCI) score of this segment is 21 out of 100.

KITSAP COUNTY PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Phase(s)	Description
Port of Bremerton	Airport Industrial Way Phase 2-2	STP	\$2,942,656	Construction	This project consists of the construction of Phase 2, Segment 2 of Airport Way, formally known as the Cross SKIA Connector. Phase 1 & 2.1 (completed in 2010 & 2015 respectively) begins at the revised SR-3 Access Point (MP 31.48) extending through the northern portions of the PSIC-B connecting to Old Clifton Road. This segment consists of 3,800 LF from Old Clifton Road to the south end of Bremerton National Airport with future connectivity to Lake Flora Road and the Belfair Freight Corridor. This segment will open approx. 340 acres for development. The ROW for this segment is owned by the Port. This roadway includes two 12- foot paved vehicle lanes, 5-foot pervious concrete bicycle lanes and 3-foot shoulders, a separated 5-foot previous asphalt pedestrian path, grass lined storm water swales, and installation of a 7-foot high wildlife fence.
Kitsap County	SR 104 Realignment - Kingston Phase 1	STP	\$4,909,460	Construction	Realign SR 104 to move inbound ferry traffic to the north couplet (NE 1st Street). This project will provide 2 eastbound and 1 or 2 westbound (TBD) lanes from the WSF loading area to vicinity Iowa Ave., sidewalks, intersection improvements at Iowa/1st and Iowa/Main St., stormwater, illumination, restriping and signage of Main St. to two-way traffic and bike lanes, restriping of SR 104 mainline and associated signal work as need to support rerouting of traffic and bikes, and ferry toll booth relocation and associated holding area improvements.
Kitsap County	SR 104 Realignment - Kingston Phase 2	STP	\$2,363,230	Construction	Reconfigure Main Street to two-lane, two-way traffic, sidewalk widening, bike lanes, and illumination. Reconfiguration of SR 104 (mainline) west of Iowa Avenue to vicinity Bannister St. to support realignment, add sidewalks where appropriate, bike lanes, and illumination.
Kitsap County	North STO Trail Planning Study	STP	\$350,000	Planning	North Sound to Olympics (STO) Trail Planning Study. Planning study for a paved, shared-usepath from: • West Kingston Rd. through North Kitsap Heritage Park west to Miller Bay Rd. and south to White Horse Drive; • Miller Bay Rd. to Port Gamble Rd. through the "Divide Property"; • Port Gamble Rd. to the southern trailhead of the Port Gamble Trail shared-use-path on Stottlemeyer Road; and • Crossing locations and designs alternatives at West Kingston Rd., Miller Bay Rd., Port Gamble Rd., SR 307 (Bond Rd), and Stottlemeyer Road.
Kitsap Transit	Port Orchard Transit Center	STP	\$750,000	Planning	Kitsap Transit (KT) is seeking this project to plan for a needed multi-modal transportation center in South Kitsap County. The concept is for KT develop a transportation hub directly adjacent to the Port Orchard ferry terminal. Currently buses are utilizing city streets as their bus stops nearest the ferry terminal causing conflicts between, passengers, buses and single occupancy vehicles. The popularity of KT's ferry program has grown and more customers are utilizing the bus to ferry connection to either get to Kitsap County's largest employer (Puget Sound Naval Shipyard) or to the Bremerton Fast Ferry Terminal to commute to Seattle. The Port Orchard multi-modal transit center will continue supporting the KT long range vision of centralized transit centers in each of the major communities within Kitsap County. KT has successfully completed transit centers in Bainbridge Island, Poulsbo, two in Bremerton and is in final design for Silverdale. This Port Orchard hub would complete a transportation connection gap and provide for safe access between bus, ferry, bicyclists and pedestrians. 1 of 7 KT also envisions that this transportation hub also provide some office and storage space for ferry maintenance. All ferry maintenance that can be done in-water is conducted at the Port Orchard terminal. In 2021 Kitsap Transit will be assuming operations of it's currently contracted passenger only ferry service between Port Orchard, Annapolis and Bremerton. Taking on this additional service means that KT will have 3 additional vessels to maintain as well as the existing 5 fast ferries with 2 more fast ferries expected by mid-2020. This totals 10 vessels requiring regular maintenance and supplies to support that work. Within 3 years KT's Marine Services Department now employs 43 staff and anticipates 12 more positions will be added totaling 55 positions by the end of 2020. The rapid expansion of KT's new Marine Department and vessels, demands additional space required to efficiently operate and maintain service. This project requests planning funds for a Port Orchard Multi-modal Transit Center. The study will complete an alternatives analysis, initial environmental overview, required space study, vehicle flows, warehouse storage needs and transit center analysis and will align with the City of Port Orchard's redevelopment planning efforts. KT's objective is to lean on this planning to help answer and guide the development of the center.

Poulsbo	Noll Corridor - North Segment (shared use segment)	STP	\$1,000,000	Construction	The project will complete the North Segment 3A of the Noll Road Corridor Improvements project. This project will construct approximately 1,800 linear feet of new roadway, sidewalk and shared use path between NE Mesford Road and NE Kevos Pond Road. The new roadway will consist of two 11-ft lanes and will replace an existing gravel road. The sidewalk will be 6-ft wide and will connect to existing sidewalks at both project termini. The shared use path will be 14-ft wide and will connect to an existing shared use path on the south termini, and a future shared use path on the north termini, which will be constructed in the future as part of North Segment 3B.
Kitsap County	STO - Port Gamble Trail B2 & D (minus A&B1)	STP	\$668,000	Construction	Construct 10' (minimum) paved shared use path, STO Port Gamble Trail Segments A, B, & D, approximately 17,927 foot (3.4 mile).
Bremerton	Kitsap Way - Northlake Way to SR3	STP	\$524,190	Planning	Kitsap Way west of SR 3 to Chico Way is an old state route that connects Bremerton to Silverdale. Built in 1942, the original roadway is in poor condition, with wide lanes and shoulders that encourage high speeds. The pavement condition index (PCI) for the corridor ranges between 53 and 67, which indicates that substantial panel replacement is needed and the pavement has reached the end of its service life. The corridor lacks non-motorized facilities including sidewalks, crosswalks, bike lanes, and ADA compliant facilities. The project is on Kitsap Transit route 212, is on Bremerton School District and Central Kitsap School District bus routes, and is part of the City's pedestrian priority network. This is a corridor planning study that addresses mobility, safety, and multimodal travel on West Kitsap Way from Chico Way to State Route 3. The study will identify a set of improvements for multimodal travel that include transit, freight, cars, bicyclists and pedestrians. The study will involve a public process to ensure that the input and concerns of diverse stakeholders are understood, considered and directly reflected in the final 1 of 10 diverse stakeholders are understood, considered and directly reflected in the final recommendations. Minimal design 5%-10% level will be performed to inform feasibility of recommended solutions and future project implementation.
Kitsap Transit	Gateway Center	STP	\$3,500,000	Construction	Kitsap Transit (KT) is expanding bus routes over the next three years as part of the 20-year Long Range Transit Plan. In order to implement the additional bus routes to serve the 200,000 residents of Kitsap County, more buses need to be added to the fleet. The current facilities in our central core are above capacity and there is no room for expansion immediately surrounding the site due to the shared fence line with the Puget Sound Naval Shipyard. The Gateway Center Phase 1 project is located a mere .9 miles from our main fueling, washing and maintenance center and will allow for expansion with continuity of operations at the existing site. The project will expand transit revenue vehicle storage, electric charging infrastructure and improve an existing park and ride facility within the central core of Kitsap County. Keeping the 100 stall park and ride is imperative for commuters travelling on Kitsap Transit Services including the Kitsap Fast Ferries. In order to accommodate for route expansion KT's objective is to be able to expand bus storage capacity into an area that is in close proximity to the Charleston Main Base that is 1 of 13 storage capacity into an area that is in close proximity to the Charleston Main Base that is centrally located relative to the County's transit demand. The first phase of the Gateway Center Redevelopment project will include demolition and civil construction. The demolition includes razing the former Gateway Center retail building and pavements. The civil construction will include utility relocation, grading, new underground utilities, electric charging infrastructure, fencing and pavements for the site. Kitsap Transit has long range plans for this site and future phases will include construction of a maintenance facility that could be up to 25,000 square feet and have up to 8 bus bays.
Kitsap County	County Paver Bundle	STP	\$1,001,873	Construction	Pavement overlays: Finn Hill Rd. (FC 16) vicinity Clear Creek Rd. to vicinity Poulsbo city limits (1 mile); Glenwood Rd. (FC 16) vicinity Lake Flora Rd. to vicinity Port Orchard city limits (.966 miles); Holly Road (FC 07) vicinity Seabeck-Holly Rd. to vicinity Tahuyeh Lake Rd. (.939 miles).
Bainbridge Island	Blakely to Lynwood	STP	\$1,150,000	Preliminary Engineering / Construction	The Blakely to Lynwood Bicycle and Pedestrian Improvements Project improves safety and accessibility for all Island bicyclists and walkers as well as the residential and commercial businesses in the City's Lynwood Neighborhood Center. The project consists of three distinct approaches along a single corridor, approximately 1.5 miles in length: the first segment is along Bucklin Hill Road from Blakely Avenue to Fletcher Bay Road, where improvements serving residents and a private school will include bicycle lanes on both sides of the road and a north and south-bound separated multi-use path; the second segment is along Lynwood Center Road (Bucklin Hill Road turns into Lynwood Center Road at Fletcher Bay Intersection) where improvements will include a southbound bicycle lane and separated multi-use path; the third segment is along Lynwood Center Road to the intersection with Baker Hill Road, where improvements will include a southbound bicycle lane and traffic calming, sidewalk improvements and bicycle storage at Baker Hill Road, which is also a popular transit stop.

Bainbridge Island	Rolling Bay Bicycle & Ped Improvements	STP	\$1,426,000	Preliminary Engineering / Construction	The Rolling Bay Bicycle and Pedestrian Improvement Project is a suite of bicycle and pedestrian facilities that will improve safety and non-motorized accessibility and safety for all community members, but specifically the local Rolling Bay Neighborhood Center. The project includes approximately a half mile of visually separated bicycle lanes utilizing a painted buffer area along the residential portion of Valley Road, which will transition into ADA sidewalks, and a mixed traffic bicycle boulevard and a mini roundabout in the Rolling Bay commercial center. The facilities will serve a residential and commercial district with an increasing number of bicyclists and walkers, as well as support vehicular safety through the implementation of traffic calming.
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PIERCE COUNTY PRIORITIZED CONTINGENCY LIST					
ROADWAY					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Phase(s)	Description
Pierce County	112th St. S. (C St. S. to A St. S.)	STP	\$1,560,000	Construction	This project will reconstruct 112th St. S. to accommodate a five-lane facility with paved shoulders, curb, gutter, and sidewalk. The existing span-wire traffic signal at C St. S. will be reconstructed with a mast-arm signal. Illumination will be provided throughout the project. These improvements will enhance traffic flow, promote safety, and close sidewalk networks gaps that hinder pedestrian access to non-motorized facilities and regional transit access along SR 7 and 112th St. S.
Lakewood	South Tacoma Way - 88th to North City Limits	STP	\$2,550,000	Construction	South Tacoma Way improvements include curb, gutter, sidewalk, bike lanes, ADA compliant ramps and facilities along the project corridor. The project will provide storm retrofits and a stormwater treatment unit to meet or exceed DOE Standards. The project will also include a pavement overlay and pavement rehabilitation where necessary, as well as new LED illumination, interconnect, signage, channelization, and a new mast-arm signal at the intersection of South Tacoma Way & 84th Street S.
Lakewood	Steilacoom Blvd. SW Improvements: 83rd Av. SW to Weller Rd. SW	STP	\$2,263,380	Construction	Steilacoom Blvd. SW improvements include curb, gutter, sidewalks, bicycle facilities, street lights, pavement overlay and associated storm drainage on both sides between Weller Road SW and 83rd Av SW. The traffic signal at Briggs Lane SW will be replaced to accommodate roadway section and pedestrian ramps. Retaining walls will be implemented in specific areas. The grant ask is for the construction portion of the project.
Puyallup	23rd Ave SE, Meridian to 9th	STP	\$4,400,000	Construction	Reconstruct and widen 23rd Ave SE from a narrow two-lane roadway to three-lanes, including a two-way left turn lane, sidewalks, bicycle lanes, and street lights. Replace the existing 4-way stop at 7th St SE with a signal, reconstruction of the intersection at 5th St to eliminate vertical and horizontal sight distance deficiencies to improve overall user safety of this corridor. Install storm sewer extension and a detention/treatment facility
Sumner	166th Widening and Intersection Improvements	STP	\$2,690,150	Preliminary Engineering, Right of Way	The project widens 166th Ave East through a narrow "bottlenecked" 2-lane section between two existing intersections and rebuilds the adjacent intersections with two roundabouts, replacing an existing stop-controlled intersection and existing signalized intersection. Pedestrian facilities will be developed to provide sidewalk access through the corridor where none exists today. An existing failing culvert carrying Salmon Creek will be replaced with a fishpassage culvert that meets today's standards. It is possible that this project could ultimately be separated into phases.
Sumner	Main St and Wood Ave Intersection Improvements	STP	\$1,330,000	Construction	The overall scope of this project is to design, acquire right-of-way, and construct roadway improvements at the Main Street and Wood Avenue intersection in Sumner. The project will include removing and replacing the existing traffic signal and concrete roadway panels that have reached the end of their useful life. Additionally, the project will include upgrades to sidewalks and curb ramps to meet ADA requirements. Expected project limits are shown on included site map. Parking facilities will be relocated on the southwest and southeast corners of the intersection to reduce pedestrian conflicts. The existing roadway will be replaced with asphalt pavement.
University Place	Chambers Creek Road Roundabout	STP	\$425,000	Preliminary Engineering, Right of Way	Construct a roundabout at the intersection of Chambers Creek Road and 64th Street West including sidewalks, street lighting, landscaping/pedestrian buffers, and connections to existing pedestrian and bicycle improvements.
Orting	Whitehawk Boulevard Extension	STP	\$769,850	Right of Way	This request is for right of way acquisition for the Whitehawk Boulevard Extension Project. The project will add one lane each direction from the intersection of Whitehawk Blvd NE and Orting Ave NE to the intersection of Calistoga Street W and Kansas Street SW with a new two lane roadway along with intersection controls (signal or roundabout) at each intersection and bike/pedestrian facilities along the entire alignment. In addition, it will provide a missing pedestrian connection from the Foothills Trail to Gratzner Park and the trails on top of the Puyallup River Levees. It will improve pedestrian connection to/from the Foothills Trail to the Washington State Soldier's Home as well as current and future developments along the planned roadway. Specifically, it is anticipated that this grant will be to purchase a portion of three (3) parcels (\$760,000), relocation expenses (\$30,000) and consultant fees (\$100,000) for a total of \$890,000.

Puyallup	9th St SW; 15th to 31st Widening	STP	\$592,300	Planning	The goal of this project is to complete a planning study to widen 9th Street SW from 15th St SW to 31st St SW. Ultimately, this project will improve mobility and implement non-motorized transportation goals along the 9th St SW corridor. The planning study will provide preliminary alignment recommendations based on horizontal and vertical constraints, phasing plan for future Preliminary Engineering and Construction funding, preliminary environmental delineations and reports of wetlands and streams, and a geological report for soil conditions.
Lakewood	Gravelly Lake Non-Motorized Trail Phase 2	STP	\$554,292	Preliminary Engineering	Through this project the City will reconstruct Nyanza Road, add a non-motorized path on the west side and a standard sidewalk on the east, add curb and gutter, install street lighting and modify the existing storm water system to conform to the new roadway geometry. The requested grant funding will be utilized for the design phase of the project.
Lakewood	100th ST SW - Lakeview Ave SW to South Tacoma Way	STP	\$742,274	Preliminary Engineering, Right of Way	This project will complete the gap left from recent investments on Pacific Highway and Lakeview Avenue. Improvements include the addition of curb gutter and sidewalks, street lighting, storm infrastructure, pavement overlay and a new mast arm signal at 40th Avenue. The requested funding will be utilized for project design and right-of-way acquisition.
Edgewood	Chrisella Road Improvements	STP	\$4,273,100	Preliminary Engineering, Construction	Reconstruct Chrisella Road to add non-motorized improvements, storm drainage, street illumination, utility undergrounding/relocation and replace and add walls.
Edgewood	Edgewood Dr. East Improvements	STP	\$562,250	Preliminary Engineering	Reconstruct Edgewood Drive East, add non-motorized improvements, add storm drainage improvements, illumination improvements, utility undergrounding/relocation, and add and replace walls.
Puyallup	Fruitland & 7th Ave SW Intersection Improvement	STP	\$1,577,000	Preliminary Engineering, Construction	Install new traffic signal at intersection of S Fruitland and 7th Ave SW to improve vehicular and pedestrian safety. Improvements include complete intersection signalization, minor roadway widening, pedestrian accessibility, and lighting.
NONMOTORIZED					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Phase(s)	Description
Fife	Interurban Trail Extension - Hylebos Creek to Alexander Avenue	CMAQ	\$1,020,531	Construction	The SR 167 Completion Project is funded to construct an extension of the Interurban Trail from its terminus near the 70th Avenue and 20th Street intersection to the Hylebos Nature Area at 8th Street. This project will construct a 1.3 mile segment of shared-use path along the SR 167 Completion Project alignment between the Hylebos Nature Area and Alexander Avenue E in Tacoma. Nearly all of the shared-use path will be separated from roadways and be 12' wide with 2' shoulders. The project includes a bridge over the Fife Ditch and a RFRB-enhanced crossing at 54th Avenue. At the west end, the project will connect to the existing and planned bicycle facilities on SR 509, providing a connection to the Downtown Tacoma. At the east end, the project will connect to the existing Interurban Trail and 70th Avenue E bike lanes.
Puyallup	Riverwalk Trail Phase 5	STP	\$1,975,000	Preliminary Engineering, Construction	Design and construct a shared use trail to complete the Puyallup Riverwalk Trail System between Milwaukee Bridge and SR512 overpass. The project will construct approximately 1,800 linear feet of shared use trails and 500 linear feet of sidewalk widening improvements in right-of-way. Once completed, the 5 mile Riverwalk Trail System will provide a non-motorized trail connection between Pierce County, Sumner and Puyallup.
Pierce County	168 ST E	STP	\$945,000	Preliminary Engineering, Right of Way	The project will provide bicycle lanes, curb, gutter, sidewalk, curb ramps and illumination on both sides of 168 ST E between Washington State Route 7 (SR-7) and B ST E. The project will install on street parking on the north side of the 168 ST E. The project will also improve/install crossing treatments such as curb bulb outs, pedestrian signal upgrades at B ST E and contrasting pavement treatments. The storm system will be installed and modified as necessary. These improvements will connect County roadways to the SR-7 corridor and provide a safe connection to Pierce Transit Route 1 and the future bus rapid transit (BRT) corridor. The initial phase of the project will improve 168 ST E between SR-7 and B ST E. The goal of all phasing is to continue east and create nonmotorized connections along the 168 ST E corridor, ultimately connecting to Spanaway High School and improving access to Evergreen Elementary school. The improvements near the schools are anticipated to be pursued as part of the Safe Routes to School (SRTS) Program.
Sumner	Rivergrove Community Pedestrian Bridge	CMAQ	\$4,000,000	Construction	This project will construct a non-motorized 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.
Puyallup	Wildwood Park Drive Sidewalks; 31st to 26th	STP	\$907,500	Preliminary Engineering, Construction	Design and construct approximately 1,700 linear feet of 8-foot wide sidewalk along the east half of Wildwood Park Drive from 31st Ave SE to 26th Ave SE. Improvements include curb and gutter, storm drainage, Low Impact Development (LID), permeable sidewalks, and accessibility and crossing enhancements.

Milton	Milton Way Missing Links	STP	\$253,445	Preliminary Engineering, Construction	The City of Milton has installed sidewalks along the majority of Milton Way. On Milton Way in the southern part of town in between Porter Way and 20th St. E. there are two sections with no sidewalk - a 1200 and a 700 foot run, although a curb and gutter does already exist through most of the proposed project area. Sidewalks, landscape, lighting and associated drainage - including detention - would be designed and installed along the east side of the street utilizing the already existing ROW and curb line. The end result will be a continuous walkway from State Route 161 to the other side of town at 20th St. enabling more pedestrian and non-motorized traffic
Milton	27th Ave Missing Link	STP	\$181,650	Preliminary Engineering, Construction	On 27th Ave. in Milton there is a glaring hole in the walkway system. Most of 27th Ave. does have sidewalks and it is right before the connection to Milton Way where this hole exists. This project would install approximately 900 linear feet new sidewalks, including curb, gutter, landscape, and associated drainage on the east side of the road. These sidewalks will connect multiple neighborhoods to Milton Way and State Route 161.
OTHER					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Phase(s)	Description
Tacoma	South Sound Freight Priority Modeling and Capital Planning	STP	\$765,000	Planning	The multi-agency project will add an important freight modeling component to the existing Tacoma model. The model refinements will include new freight-based land use characteristics and freight transport data to help improve its capabilities for analyzing operational efficiencies and capital planning within and between the Regional Manufacturing/Industrial zones in Pierce County. More specifically the procedures envisioned to complete this project are: Step one is to update and refine land-use details which include freight transfer terminal activities, local/regional over land and rail freight O/D activities in the Regional Manufacturing/Industrial Centers in Pierce County and beyond as needed. Step two is to transfer of the existing base data to a Truck Touring Model Structure. Step three is to enhance the freight supply chain and multimodal goods transportation. This consistency is critically important for data/resource sharing and for validating the performance of the corresponding models. 1 of 12 of the corresponding models. Step four is to deploy the model for strategic planning and prioritization of capital projects (planning level cost estimates are included in this project).
TRANSIT					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Phase(s)	Description
Pierce Transit	Clean Fuels Bus Replacement/Expansion	CMAQ	\$960,000	Other	Pierce Transit plans to add three 60-foot articulated 60-foot coaches to its fixed route fleet. These new vehicles will be Battery Electric Buses (BEBs) and will be used for the inaugural Pacific Avenue/SR 7 Bus Rapid Transit corridor or in fixed route service on one of its most productive trunk routes (2, 3, or 4). Executive Order No. 1, "Establishing a Commitment to Utilize Green Technologies and Strategies," includes a goal of electrifying 20 percent of the revenue fleet by 2030, as signed by the agency's CEO on August 1, 2018. Electric Vehicles (EVs) have a significant advantage over internal combustion engines with regard to criteria air pollutant emissions, greenhouse gas emissions, vibration, and noise. This directly affects human health and the environment. In addition, EVs are rapidly becoming popular among transit patrons. Studies have shown that EVs can deliver significant life-cycle cost savings over internal combustion engines since they have fewer moving parts to service or replace over time.
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Phase(s)	Description
University Place	Grandview Drive Overlay	STP	\$731,000	Preliminary Engineering, Construction	Provide 2-inch asphalt overlay on Grandview Drive between 48th Street W and 62nd Street Ct W. ADA ramps along the route will be upgraded to current ADA standards.
Edgewood	48th St E Preservation	STP	\$650,000	Construction	This project will preserve the surface of 48th Street East, an existing concrete panel roadway, including appropriate design engineering to maximize its serviceable life.
Fife	North Levee Rd 70th to Freeman Rd	STP	\$412,400	Construction	This project will include pavement repair, joint grinding and overlaying the existing asphalt travel lanes and shoulders between 70th Ave SE and Freeman Rd. The grinding will include the intersections and tie in points within the project limits. All pavement markings and signing will be reinstalled to the current roadway configuration and current MUTCD requirements.
Fircrest	Regents West Overlay	STP	\$655,756	Construction	Provide 2" asphalt overlay on Regents Boulevard between 67th Avenue West and Alameda Drive. Update ADA facilities as required with fully compliant ramps. Add bike lane to roadway. Adjust utility structures as needed to accommodate the overlay thickness. Project includes a minor amount of dig-out and minor replacement of pavement (less than 10% of total area). Existing pavement will be ground at curb lines to match into existing gutters. Roadway will be striped. Traffic signal detection loops will be replaced where damaged by paving operations.

Fife	20th St E 64th Ave to Vic 70th Ave E	STP	\$337,600	Construction	Provide 2" asphalt overlay on Regents Boulevard between 67th Avenue West and Alameda Drive. Update ADA facilities as required with fully compliant ramps. Add bike lane to roadway. Adjust utility structures as needed to accommodate the overlay thickness. Project includes a minor amount of dig-out and minor replacement of pavement (less than 10% of total area). Existing pavement will be ground at curb lines to match into existing gutters. Roadway will be striped. Traffic signal detection loops will be replaced where damaged by paving operations.
Buckley	112th Street E Pavement Preservation	STP	\$738,936	Construction	The project includes the following work on 112th Street E: Plane the existing pavement, perform subgrade repairs where needed, construct an HMA overlay, adjust castings to grade, install permanent striping and pavement markings. The outcome of the project is to preserve the pavement section for another 15 +/- years on this important City arterial.

SNOHOMISH COUNTY PRIORITIZED CONTINGENCY LIST					
CMAQ Funding					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Phase(s)	Description
Edmonds	76th Ave W @220th St SW Intersection	CMAQ	\$387,500	Right of Way	The project will widen the intersection to add turn lanes and construct wider sidewalks, new traffic signal system, lighting, signage, pavement, pavement striping, stormwater improvements to treat and convey stormwater and the potential to convert overhead utilities to underground. Dedicated left turn lanes will be added on 76th Ave for westbound and eastbound movements and a right turn lane will be added for southbound movement turning from 76th Ave to 220th St. Improvements will also provide the missing links of bike lanes on the north side of the intersection on 76th Ave. (~ 200') and on the west side of the intersection on 220th St. (~ 400').
Snohomish County	North Creek Trail - Phase 2	CMAQ	\$1,310,000	Construction	Construct a multi-use, non-motorized, separated trail between Waxen Road and 183rd St. SE. A Right-of Way Plan for this project has been prepared and acquisition steps are proceeding consistent with the Uniform Act. CMAQ funds were awarded by PSRC in 2012 to complete design of the entire trail; STP funds were awarded in 2018 to fund construction of Phase 1 which is being readied for advertising in June, 2020. The project is on the Countywide Bicycle Facility System. This project is the second of three phases of the trail that will connect Bothell and Mill Creek with a continuous non-motorized trail from the Burke-Gilman Trail in King County to the Centennial Trail in Snohomish County. Phase 3, an elevated structure over the creek and associated wetlands, will complete the last missing piece to the Trail in unincorporated Snohomish County. A map showing the phases of the entire remaining gap in North Creek Trail is attached to this application.
Edmonds	Highway 99 Revitalization 220th St SW to 224th St SW	CMAQ	\$1,310,000	Preliminary Engineering	The project will widen Highway 99 from 220th St. to 224th St. and increase the size and capacity of the intersection at Highway 99 and 220th St. The intersection will have more capacity with the addition of a second northbound dedicated left turn lane, a second southbound dedicated left turn lane and a westbound dedicated right turn lane. The intersection geometry will be improved to provide larger turning radii for more efficient Uturns and right turns to and from Highway 99. Highway 99 from 220th St south to 224th St. will be widened to improve pedestrian safety and accessibility along the corridor. Improvements will include wider ADA compliant sidewalks, a landscape planter to separate sidewalk from adjacent traffic, enhanced street lighting, ADA compliant pedestrian curb ramps and signal push buttons and signage. These improvements 1 of 7 compliant pedestrian curb ramps and signal push buttons and signage. These improvements will provide pedestrians and transit riders with a safer route and better connectivity and walkability to commercial and residential areas on and adjacent to Highway 99. The landscaped planter, enhanced lighting and art work on street lights and in pedestrian refuge areas will beautify this segment of Highway 99 and create a more attractive place for residents and visitors. New stormwater infrastructure will be constructed to upgrade the collection and treatment of stormwater runoff. Water and sewer utility improvements will also be included (including the potential conversion of overhead utilities to underground at select locations).
Lake Stevens	Main St Improvements (16th St NE to 20th St NE)	CMAQ	\$1,310,000	Construction	The project is to design and construct 1,500 linear feet of full street improvement in Downtown Lake Stevens between 16th St NE to 20th St NE. Full Street improvements consist of new curb, gutter, planters, mixed-use path on the west side and sidewalk on the east side, utilities upgrade and relocations, and a new pedestrian bridge over a fish-bearing stream.
Bothell	North Creek Trail - Section 4 Phase 2	CMAQ	\$1,310,000	Construction	The North Creek Trail Section 4, Phase 2 project consists of a separated 10 foot shared use asphalt paved trail, landscaped planting strip, retaining walls, culvert modification, trail bridge over North Creek and utility relocation. This project is part of a larger project, NCT Section 4, which was split into 3 phases due to funding constraints. This application request is for the construction of Phase 2.
Arlington	Smokey Point Roundabout	CMAQ	\$1,310,000	Construction	This project proposes to construct a roundabout at the Smokey Point Blvd and 188th St intersection. This roundabout construction project is part of a major project to transform a two-lane rural arterial into an urban corridor with transit and high-density housing. Work includes installation of a two-lane roundabout approach, sidewalks, multiuse trail, drainage, lighting and neighborhood landscaping.

Arlington	74th Ave Trail Segment	CMAQ	\$525,000	Construction	This project proposes to construct a 12-foot wide multi-use trail from the north terminus of the Arlington Valley Road Trail to the 204th St and 74th Ave intersection; this will complete the Arlington Valley Road trail that connects Centennial Trail to a transit location (bus stop) and retail center. The multi-use trail construction will include ADA compliant curb ramps and trail lighting. This trail also passes through a major industrial area of the Cascade Industrial Center and will provide access for pedestrians and bicyclists to a Community Transit bus stop.
Everett	Fulton St Bicycle Pedestrian Corridor	CMAQ	\$1,000,000	Preliminary Engineering, Construction	Everett is working on a complete network of on-street bicycling facilities to connect to the existing network. This project is parallel to a major roadway arterial and significant transit route and adds last mile connectivity by bicycle to corridors to the Everett Regional Center. Improving Fulton Street from Pacific Ave to California St. with bike-only pathways and bikeenhanced signalized crossings at the major intersections with Pacific and Hewitt. Sidewalk additions and improvements in the Fulton corridor and north of Hewitt connecting the sidewalk at Hewitt/Fulton to the California St. corridor.
STP Funding					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Phase(s)	Description
Snohomish County	43rd Ave SE/Sunset Blvd: SR 524 to 180th St SE	STP	\$2,580,000	Construction	Snohomish County Public Works is requesting STP funds to construct improvements to approximately 1.7 miles of 43rd Ave SE from SR 524 (Maltby Road) to Sunset Rd at 180th St SE to provide better access and connectivity for motorists and pedestrians. This corridor is within unincorporated Snohomish County (North Creek), northeast of Bothell and southeast of Mill Creek; which is in one of the fastest growing areas in Snohomish County. The project has been in the County's comprehensive plan for approximately 15 years. Traffic models have shown connecting the 43rd Ave SE north-south corridor will provide the most benefit for easing traffic congestion in the area and assist with possibility concurrency in the area. The project includes both urban growth and rural areas. This roadway was approved (by FHWA/WSDOT) to be upgraded from a local access road to an 1 of 8 This roadway was approved (by FHWA/WSDOT) to be upgraded from a local access road to an urban major collector in January 2020 but is not currently showing on the Functional Classification website yet. Preliminary design plans include the following components: -Widen 43rd Ave SE from SR 524 north to 188th St SE to a two-lane rural section -Add approximately 1,400' of new county rural road to connect 200th St SE and 196th St SE -Improve the existing urban section of 43rd Avenue SE from 188th St SE north to 184th St SE -Add approximately 450 linear feet of new county urban road between 184th St SE and 42nd Dr SE -Install two new roundabouts on 43rd Ave SE at SR 524 and at 196th St SE -Install new traffic signal and turn pockets at 180th St SE and Sunset Road -Add two new stormwater ponds and three underground stormwater chambers
Snohomish County	36th/35th Ave W Phase 1	STP	\$2,580,000	Construction	Phase 1 of this project will widen the existing two lane roadway between 164th St. SW & 156th St. SW to a three lane, Urban Standards roadway with a continuous center lane and bicycle lanes. Roadway Geometry will be coordinated for functional consistency at two major intersections in the corridor. The project will be constructed to Complete Street Standards to include continuous ADA compliant sidewalk and bike lanes. It will also include continuous curb, gutter and planter strips on both sides of the street for safety and more effective storm water management.
Snohomish County	North Creek Trail - Phase 2	STP	\$2,580,000	Construction	Construct a multi-use, non-motorized, separated trail between Waxen Road and 183rd St. SE. A Right-of Way Plan for this project has been prepared and acquisition steps are proceeding consistent with the Uniform Act. CMAQ funds were awarded by PSRC in 2012 to complete design of the entire trail; STP funds were awarded in 2018 to fund construction of Phase 1 which is being readied for advertising in June, 2020. The project is on the Countywide Bicycle Facility System. This project is the second of three phases of the trail that will connect Bothell and Mill Creek with a continuous non-motorized trail from the Burke-Gilman Trail in King County to the Centennial Trail in Snohomish County. Phase 3, an elevated structure over the creek and associated wetlands, will complete the last missing piece to the Trail in unincorporated Snohomish County. A map showing the phases of the entire remaining gap in North Creek Trail is attached to this application.
Bothell	228th St Widening SE from 35th Ave SE to 39th Ave SE Widening	STP	\$504,875	Right of Way	The City of Bothell and Snohomish County propose to widen 228th St from 3 lanes to 5 lanes and improve intersections at 35th Ave and 39th Ave. The project will include roadway widening, signal modifications, storm water improvements, concrete curbs, gutters, sidewalks, bike/pedestrian facilities, street lighting, landscaping and wetland mitigation.
Arlington	Smokey Point Roundabout	STP	\$2,305,573	Construction	This project proposes to construct a roundabout at the Smokey Point Blvd and 188th St intersection. This roundabout construction project is part of a major project to transform a two-lane rural arterial into an urban corridor with transit and high-density housing. Work includes installation of a two-lane roundabout approach, sidewalks, multiuse trail, drainage, lighting and neighborhood landscaping.

Everett	100th St SW	STP	\$1,000,000	Right of Way	This project will include bike lanes, sidewalks, and transit stops along both sides of this arterial corridor between the Paine Field MIC and two lines of the Swift Bus Rapid Transit system to enhance transit and non-motorized access. Everett Transit operates along 100th St. SW provide to provide a connection between the MIC and the South Everett Transit Terminal at the Everett Mall.
Mount Lake Terrace	Veterans Memorial Park Trail Light Rail Access	STP	\$810,000	Construction	This project will install a paved pedestrian walking surface along the Veterans Memorial Park Trail to provide an walking route with improved surface between the Mountlake Terrace Town Center, Civic Campus, and the Mountlake Terrace Transit Center (site of future light rail station). The project includes pedestrian lighting to improve pedestrian vision along the forested trail and a pedestrian bridge crossing a seasonal creek. This project will be constructed using matching funds provided by Sound Transit.
Bothell	Bothell Way NE Improvement - Phase 2	STP	\$1,650,000	Right of Way	Phase 2 of Bothell Way Improvements consists of providing mobility improvements on Bothell Way NE from 240th St SE to the County Line. The project consists of widening Bothell Way NE from 2/3 lanes to 5 lanes, including signal improvements, protected bicycle lanes, sidewalks, retaining walls, storm drainage, utility work, illumination, ITS and adaptive signalization, landscaping and wetland mitigation. This project will also provide transit improvements such as allowing for transit prioritization and transit stop amenities. These improvements are also in support of Community Transit's expansion of the SWIFT BRT Green Line and connections to the SR522 Sound Transit "Stride" and King County "Rapid Ride" BRT systems, from Downtown Bothell Local Growth Center (incl. 1 of 12 and King County "Rapid Ride" BRT systems, from Downtown Bothell Local Growth Center (incl. UW Bothell/Cascadia College) to Canyon Park Regional Growth Center.
Snohomish County	Richardson Cr Bridge Replacement	STP	\$1,500,000	Construction	The project scope is the replacement of Snohomish County's Richardson Creek Bridge #300. This short span bridge will be replaced with a structure up to 35' of span length and will include pedestrian facilities and bicycle lanes and will remove structure supports from flood waters.
Arlington	74th Ave Trail Segment	STP	\$525,000	Construction	This project proposes to construct a 12-foot wide multi-use trail from the north terminus of the Arlington Valley Road Trail to the 204th St and 74th Ave intersection; this will complete the Arlington Valley Road trail that connects Centennial Trail to a transit location (bus stop) and retail center. The multi-use trail construction will include ADA compliant curb ramps and trail lighting. This trail also passes through a major industrial area of the Cascade Industrial Center and will provide access for pedestrians and bicyclists to a Community Transit bus stop.
Everett	Fulton St Bicycle Pedestrian Corridor	STP	\$1,000,000	Preliminary Engineering, Construction	Everett is working on a complete network of on-street bicycling facilities to connect to the existing network. This project is parallel to a major roadway arterial and significant transit route and adds last mile connectivity by bicycle to corridors to the Everett Regional Center. Improving Fulton Street from Pacific Ave to California St. with bike-only pathways and bikeenhanced signalized crossings at the major intersections with Pacific and Hewitt. Sidewalk additions and improvements in the Fulton corridor and north of Hewitt connecting the sidewalk at Hewitt/Fulton to the California St. corridor.
Mukilteo	Chennault Beach Road	STP	\$365,030	Preliminary Engineering, Right of Way	This project will widen a sub-standard section of Chennault Beach Road to provide a consistent pavement width and lane configuration throughout the corridor, construct new sidewalk to fill in a gap between existing sidewalks, construct ADA-compliant driveway entrances, and provide storm drainage improvements as needed to accommodate the improvements. As part of the project, the existing lane configuration will be evaluated from Harbour Reach Drive to SR 525 to determine whether a two way left turn lane can be repurposed into bike lanes.
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Phase(s)	Description
WSDOT	SR 99/208th St SW to SR 525 I/C Vic - Paving and ADA Compliance	STP	\$750,000	Preliminary Engineering, Construction	This project will resurface SR 99 mainline in both directions from 208th St SW to SR 525 to rehabilitate the existing pavement and preserve the roadway. The project includes but is not limited to: grinding and inlaying the roadway with 0.15 of hot mix asphalt (HMA), pavement repair, crack sealing, traffic loop replacement (for intersections not using cameras), replacing traffic curb, striping, and traffic control. This project has a non-motorized component -- it replaces approximately 76 pedestrian curb ramps that do not meet current ADA standards at 23 intersections throughout the project limits. In addition, the signals at the intersections of 156th St SW and 148th Ave W will be upgraded to Accessible Pedestrian Systems (APS) for pedestrians with impaired vision.
Marysville	67th Ave NE Overlay	STP	\$449,117	Construction	This is a preservation project that will include minor pavement repair, grind and overlay on 67th Ave NE from Grove Street to 88th St NE. The project will include necessary ADA ramp upgrades, pavement markings and replacing traffic control loops.
Arlington	67th Ave - Ph2 Pavement Preservation	STP	\$750,000	Construction	This project proposes to resurface the Phase 2 section of 67th Ave in Arlington. This roadway is the main N-S corridor on the east side of Arlington and Phase 2 is the last section of 67th Ave needing resurfacing; 67th Ave Phase 1 & Phase 3 were resurfaced within the past six years. This project proposes to mill 2-inches of existing asphalt and resurface with new asphalt. All non-ADA compliant curb ramps will be upgraded to current ADA standards.

West Seattle Bridge TPB Briefing

January 14, 2021



City of Seattle

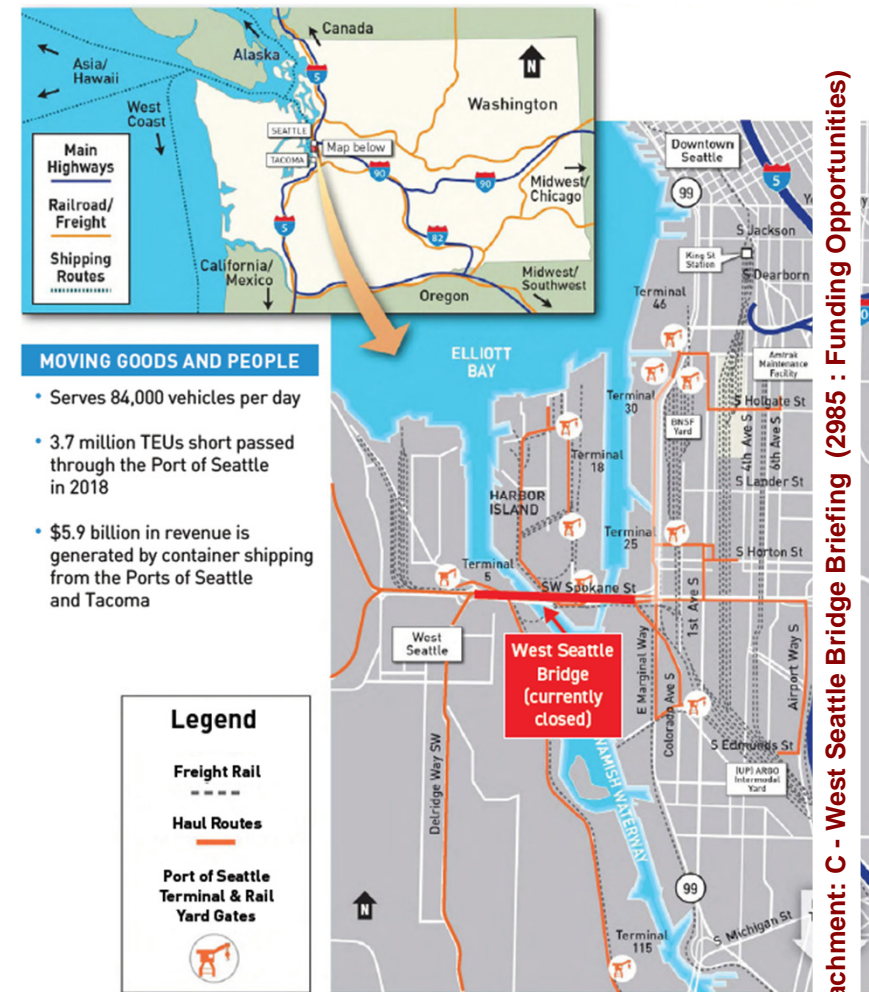
Background and history

- High bridge closed in March due to fast-spreading cracks
- Carried 84,000 vehicles and 19,000 transit passengers per day
- Detour route traffic constitutes an additional hardship on black, Indigenous, and people of color (BIPOC) communities
- Required rehab expected to cost more than \$160 million in total
- Decision to repair the structure and plan for future replacement



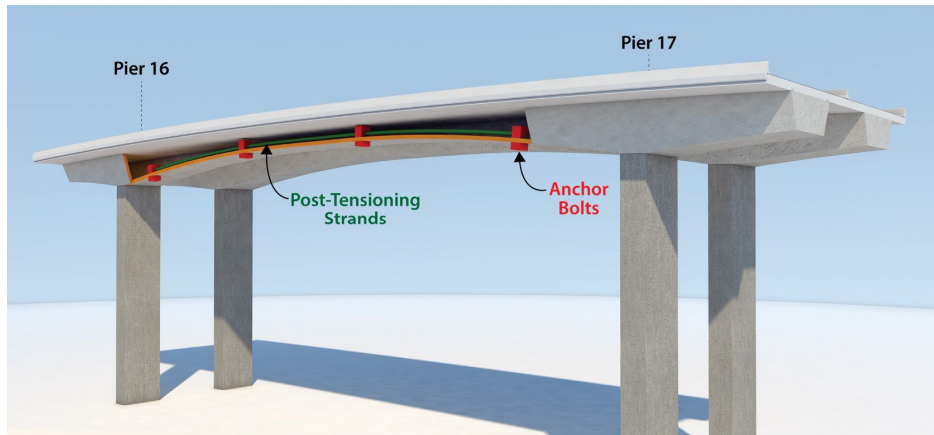
Regional and statewide importance

- West Seattle Bridge is a critical point in region, state and nation's transportation network
- Nearby terminals are key to our state's agricultural and maritime industries
- International cargo businesses headquartered nearby along with companies that serve as a lifeline for residents of Alaska and Hawaii
- Needed to support large public investment in Terminal 5 made by The Northwest Seaport Alliance



Attachment: C - West Seattle Bridge Briefing (1985 : Funding Opportunities)

Major rehabilitation



- Repair builds on phase 1 stabilization work
- Carbon Fiber Reinforced Polymer (CFRP) on end span box girders
- Extensive external post-tensioning (PT) system within the box girders.
- Seismic strengthening and other upgrades as needed

High-level schedule

- 30 percent design in early Spring 2021
- GCCM delivery method – advertise in Spring 2021
- Anticipate reopening for traffic in 2022



Funding request

- \$7.5M in new HIP funding
- Re-purpose \$6.9M in Planning and Design funds for same amount of Construction funds
- All funds programmed in 2021/2022 to fit project schedule

West Seattle Bridge Program Costs	Regional Contribution	Local Share	Total Cost
"High Bridge" Emergency Repairs	\$ 0	\$ 21,100,000	\$ 21,100,000
Detours/Traffic Mitigation	\$ 1,500,000	\$ 48,500,000	\$ 50,000,000
Bridge Monitoring/Testing/Maintenance	\$ 0	\$ 4,700,000	\$ 4,700,000
Spokane St "Low Bridge" Emergency Upgrades	\$ 0	\$ 14,600,000	\$ 14,600,000
Program Development	\$ 0	\$ 13,300,000	\$ 13,300,000
High Bridge Replacement Planning/Design	\$ 0	\$ 10,000,000	\$ 10,000,000
High Bridge Major Upgrades	\$ 14,400,000 (STP and HIP)	\$ 32,600,000	\$ 47,000,000
Total	\$ 15,900,000	\$ 144,800,000	\$ 160,700,000
All costs are based on preliminary estimates and may vary by approximately 15-20%			
If approved, the total funds would comprise approximately 10% of total project costs			



Contact Information:

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www.seattle.gov/transportation/WestSeattleBridge



**ACTION ITEM**

January 7, 2021

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Project Selection Task Force Scoping**

IN BRIEF

At its November 2020 meeting the Transportation Policy Board discussed the scope and duration of the next Project Selection Task Force, to be convened in the spring of 2021. It was determined as part of the 2020 project selection process that the Task Force would start earlier and meet more frequently prior to the 2022 project selection process, to have more thorough discussions on key topics and ensure VISION 2050 policies are adequately reflected in the *Policy Framework for PSRC's Federal Funds*.

At its meeting on January 14, 2021 the Transportation Policy Board will be asked to finalize the scope and schedule of the Project Selection Task Force.

ACTION

The Transportation Policy Board should direct staff to proceed with the Project Selection Task Force for the 2022 project selection process for PSRC Funds, to include the scope of work to be finalized at the January 14, 2021 meeting.

DISCUSSION

A competitive project selection process is conducted every two years for the distribution of PSRC's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. Due to state and federal requirements, funds are awarded into the future and the next process will be conducted in 2022 for federal fiscal year 2025-2026 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.

Volunteers are solicited from PSRC's four boards – Transportation Policy, Growth Management Policy, Economic Development, and Executive – to serve on a Project Selection Task Force charged with reviewing the policies and procedures for the project selection process. The Task Force prepares a recommendation on the *Policy Framework for PSRC's Federal Funds*, which includes details on elements such as the funding estimates, set-aside programs, logistical and administrative details, and the project evaluation criteria. In the past, the Task Force has met up to four times prior to the adoption of the Framework, from September through December of the preceding year. Staff committee recommendations from the Regional Project Evaluation Committee and the Transportation Operators Committee are also provided for consideration.

As part of the discussions held for the 2020 project selection process, it was noted that there was not enough time to dive deeper into some of the key policy questions given the limitations of the schedule. It was requested that prior to the next process, the Task Force be able to begin their work earlier in the year and address issues related to VISION 2050 in greater depth.

The Transportation Policy Board discussed the scope of the upcoming Task Force at their meeting on November 12, 2020. Per feedback from board members, the following is the draft list of topics for Task Force review and discussion.

- ensuring VISION 2050 policies are adequately reflected in the project evaluation criteria, with a specific emphasis on safety and equity
- reevaluating the distribution of PSRC's FTA funds via the shared regional / earned share processes
- set-aside programs from both FHWA and FTA funding sources
- streamlining opportunities
- procedures and policies around future emergency funding requests
- administrative details and procedures will also be provided to the Task Force for their review

Since there are often new appointments to PSRC boards in January and February, the proposal is to solicit volunteers in March of 2021, with the first meeting held in April. The duration of the Task Force is anticipated to be between six and nine months, with final recommendations concluded by December 2021.

At the January 14 meeting, the Transportation Policy Board will be asked to finalize the scope of the Project Selection Task Force.

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



Puget Sound Regional Council

DISCUSSION ITEM

January 7, 2021

To: Transportation Policy Board
From: Ben Bakkenta, Senior Program Manager
Subject: **VISION 2050 Overview**

IN BRIEF

The PSRC General Assembly adopted VISION 2050 at a special General Assembly meeting on October 29, 2020. At the January 2021 meeting, staff will provide the Transportation Policy Board an overview of major changes incorporated into the updated plan, focusing on transportation-related elements. The adopted plan, background materials, and more information on implementation are available at <https://www.psrc.org/vision>.

DISCUSSION

Overview of VISION 2050

VISION 2050 is the region's plan for how to manage growth out to the year 2050, when the central Puget Sound is expected to grow to nearly 6 million people. Accommodating this growth while working to enhance our communities will require that our cities, counties, tribes, ports, agencies, businesses and others work together to achieve a shared vision for a stronger region. Following three years of work, analysis and public engagement, the General Assembly adopted VISION 2050 in October 2020. The plan captures a shared regional vision and lays out the policies and actions for a sustainable, healthy, more equitable and prosperous region.

VISION 2050 includes a Regional Growth Strategy that supports continued growth in central places, preservation of rural areas and open space, and supports a significant share of job and population growth in proximity to the region's investments in transit, including ferries, commuter rail, bus rapid transit, and light rail.

VISION 2050 also includes Multicounty Planning Policies that address regional collaboration, growth management, the environment, climate change, development patterns, housing, economy, transportation and public services. Policy and topic areas that were addressed and updated from VISION 2040 include:

- Jobs/housing balance
- Climate change
- Military installations and affected communities
- Tribal lands and culturally sensitive sites
- Industrial lands preservation
- Displacement
- Social equity & environmental justice
- Aviation
- Health in planning
- Open space preservation
- Puget Sound recovery
- School siting
- Fiscal sustainability & funding

Extending VISION to the year 2050 is necessary to support the next round of local growth targets and comprehensive plan updates, scheduled for adoption in 2024. Indeed, an important part of adopting VISION 2050 is to support the planning work at the county and local level that is already beginning. VISION 2050 is also needed to provide the updated required 20-year planning horizon for the next update of the Regional Transportation Plan and to support other regional planning efforts.

Upcoming Planning Work



VISION 2050 and Transportation

Since adoption of VISION 2040 in 2008, there have been some significant changes related to mobility, including:

- Three updates to the Regional Transportation Plan, with the most recent update adopted in May 2018
- Development of the Growing Transit Communities Strategy, an implementation plan to promote thriving and equitable transit communities in the central Puget Sound region
- Efforts to identify sustainable long-term funding, including the shift towards user fees (facility tolls, road usage charges, etc.)
- Major transportation packages and voter-approved ballot measures providing significant investments in the transportation system (Connecting Washington, ST3, local levies) and allowing delivery of new transportation infrastructure

VISION 2050 reflects current needs and challenges for the transportation system and includes changes to policies and actions to better support the Regional Transportation Plan, Regional Growth Strategy, and changing or emerging issues:

- Monitor, evaluate and plan for changing technology
- Better recognize sustainability and resilience
- Updated language on freight and goods movement
- Minor updates to the policies to modernize and reflect the latest planning practices
- Condense and focus the transportation actions to reflect past accomplishments and incorporate concepts from the 2018 Regional Transportation Plan
- Consolidate policies on funding priority in the Regional Collaboration chapter
- Expanded policies on transit-oriented development and growth near high-capacity transit

At the meeting on January 14, 2021, staff will brief the board on the transportation policies in VISION 2050 and the notable changes or emphasis areas that are new from VISION 2040. Staff will also discuss how these changes are being incorporated into the 2022 Regional Transportation Plan update.

For more information, please contact Ben Bakkenta at 206-971-3286 or BBakkenta@psrc.org, or Paul Inghram at 206-464-7549 or pinghram@psrc.org.

**DISCUSSION ITEM**

January 7, 2021

To: Transportation Policy Board**From:** Kelly McGourty, Director, Transportation Planning**Subject:** Regional Transportation Plan Financial Strategy Overview**IN BRIEF**

Work to develop the financial strategy for the 2022 Regional Transportation Plan is underway. At its meeting on January 14, 2021, staff will brief the Transportation Policy Board on the background and content of the financial strategy and upcoming board discussions on potential new revenue to support plan investments to 2050.

DISCUSSION

Under federal and state law, PSRC is required to develop a long-range regional transportation plan (RTP) every four years. The RTP must include a financial plan demonstrating how the investments, including maintenance, preservation and operations, can be funded over the life of the plan. The financial plan must include system wide estimates of both costs and revenue sources that are reasonably expected to be available and should also include recommendations on additional financing strategies necessary to fund plan investments and an assessment of their viability.

The current RTP, adopted in 2018, highlights the significant investments in transportation that have occurred over the last decade while raising awareness of the remaining needs to be addressed. The 2022 RTP will continue the efforts outlined in the existing plan and will address the policies and regional growth strategy recently adopted in VISION 2050. However, circumstances over the last few years have certainly affected the region's transportation system and financial conditions, including the COVID-19 pandemic as well as the passage of Initiative 976 and the subsequent court ruling, the long-term impacts of which are as yet unknown.

Staff has been updating the data and methodology for the RTP financial strategy, and earlier this year convened a peer review panel of finance experts from local agencies and colleagues from other Metropolitan Planning Organizations around the country to review the assumptions and forecasting of current law revenue sources. Over the next several months, the board will be engaged more deeply in the discussion of new revenue sources, as described in the 2018 RTP as well as any adjustments necessary for the 2022 RTP. In addition, staff will brief the board at upcoming meetings on potential scenarios proposed to address both the current level of uncertainty related to financial forecasts and recovery, as well as varying levels of total revenue assumptions and their impacts on level of investment.

At the meeting on January 14, staff will provide an overview of this work and a schedule of board discussions on the financial strategy.

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